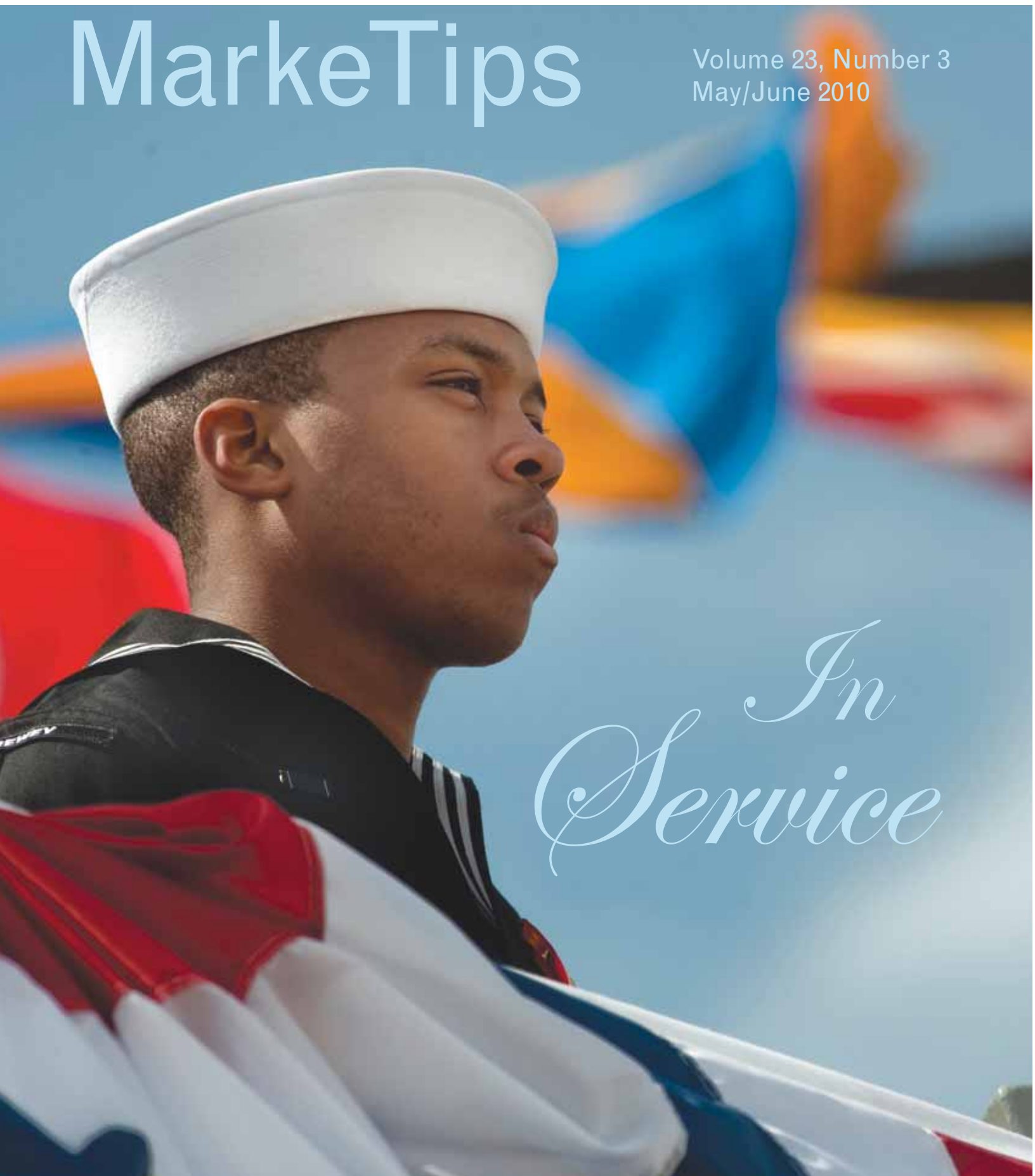


MarkeTips

Volume 23, Number 3
May/June 2010

*In
Service*



inside this issue



In Service

GSA is proud to support those who serve. From military service to humanitarian aid and disaster relief, GSA provides on demand strategic, logistical, and ancillary support to those serving others here at home and across the globe.

The recent tragic earthquake in Haiti is just one example of how GSA can support federal agencies and the military in accomplishing their missions. Agencies have access to convenient online ordering tools, procurement programs, and customer support services when they use GSA.

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GSA Salutes those who serve and is committed to providing support whenever and wherever it is needed.

A handwritten signature in black ink, appearing to read 'S. Kempf', written over a horizontal line.

Steven J. Kempf
Acting Commissioner, Federal Acquisition Service

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U.S. General Services Administration

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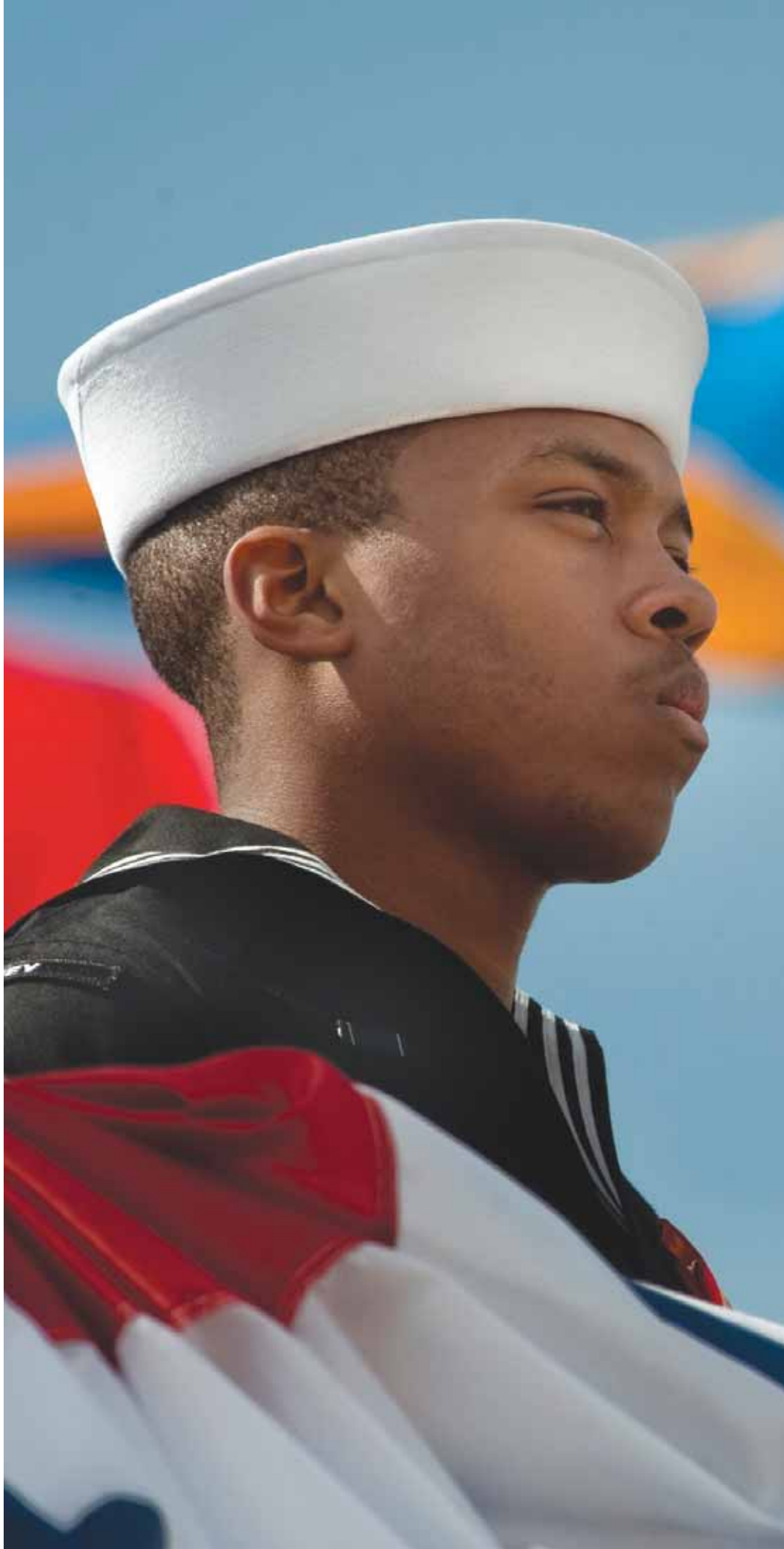
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Haiti has a long and complicated history dating back to its discovery by Columbus in 1492. Alongside of the Dominican Republic, Haiti is located on what is known as the island of Hispanola. Claimed under Spanish rule for more than two hundred years, the western portion of Hispanola was eventually transferred to France, and in 1664 the colony was named Saint Domingue. As the island economy developed, the French imported African slaves to support the agriculture industry. Saint-Domingue became known as the "Pearl of the Antilles" exporting tobacco, indigo, cotton, cacao, sugar, and coffee becoming one of the richest colonies in the 18th century French empire. By the 1780s, Saint-Domingue, supported by slave labor, produced about 40 percent of all the sugar and 60 percent of all the coffee consumed in Europe. This single colony, roughly the size of Maryland, produced more sugar and coffee than all of Britain's West Indian colonies combined.

Sculpture bust from Sans Souci Palace, Haiti

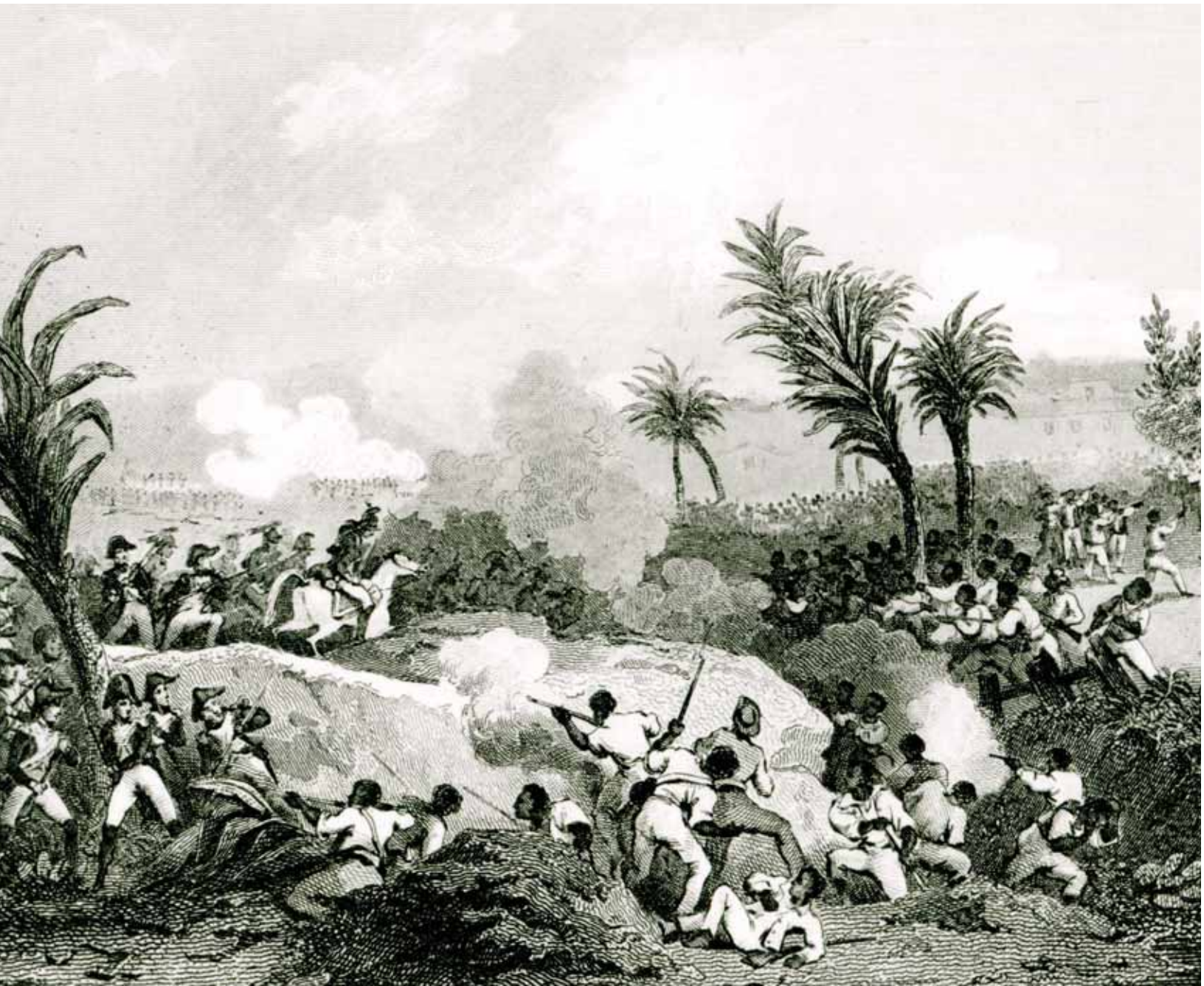


SHAKEN

By Emily LeDuc

A portrait of Haiti's tumultuous past, its uncertain future,
and the international effort to stabilize a weary nation.

THE BIRTH OF A NATION



In 1781, French commissioner Léger Felicité Sonthonx arrived on the island and faced a full scale rebellion by the white aristocracy. He used an army of local slaves to defeat them. The leader of this army, Toussaint Louverture, would become one of the greatest generals in history ultimately liberating Haiti from the French.



On August 22, 1791, slaves in the northern region of the colony staged a revolt against French rule marking the beginning of the Haitian Revolution. The violent conflict spanned thirteen years and led to the elimination of slavery and the establishment of Haiti as the first republic ruled by people of African ancestry. Although hundreds of rebellions occurred in the New World during the centuries of slavery, only the revolt on Saint-Domingue was successful in achieving permanent freedom. The Haitian Revolution is regarded as a defining moment in the history of Africans in the new world.

On January 1, 1804 Jean Jacques Dessalines officially declared independence and re-established the indigenous Taino name of Haiti ("Land of Mountains") for the new nation. Most of the remaining French colonists fled, many migrating to Louisiana or Cuba. The Haitian revolution proved beneficial to the U.S. as Napoleon subsequently lost interest in the west and agreed to the sale of the French territory of Louisiana. Known as the Louisiana Purchase, the sale nearly doubled the size of the U.S. encompassing all or part of 14 current U.S. states and two Canadian provinces.

Although independence had been won in Haiti, its society was still entrenched in the inequitable customs of French governance. They had established a system of minority rule over the illiterate poor by using violence and threats. The racial prejudice created by colonialism and slavery outlived them both. The post-rebellion racial elite (referred to as mulattoes) were descended from both Africans and white planters. Some had received an education, served in the French military, and even acquired land and wealth. Lighter complected than most Haitians, who were descendants only of enslaved Africans, the mulattoes dominated politics and economics. Haiti's economic viability was undermined before the fledgling nation even began. The new government was forced into immediate debt to French banks. Massive reparations to French slaveholders were forced upon Haiti to end aggression, permanently crippling the new country's economy and wealth.

Haiti's Progress

Since the establishment of Haiti as an independent government, its politics has been characterized by unrest. Periods of stability have been followed by conflict, rebellion, coup d'etats, human rights violations, and years of dictatorship, but throughout, progress, though slow, has been made.

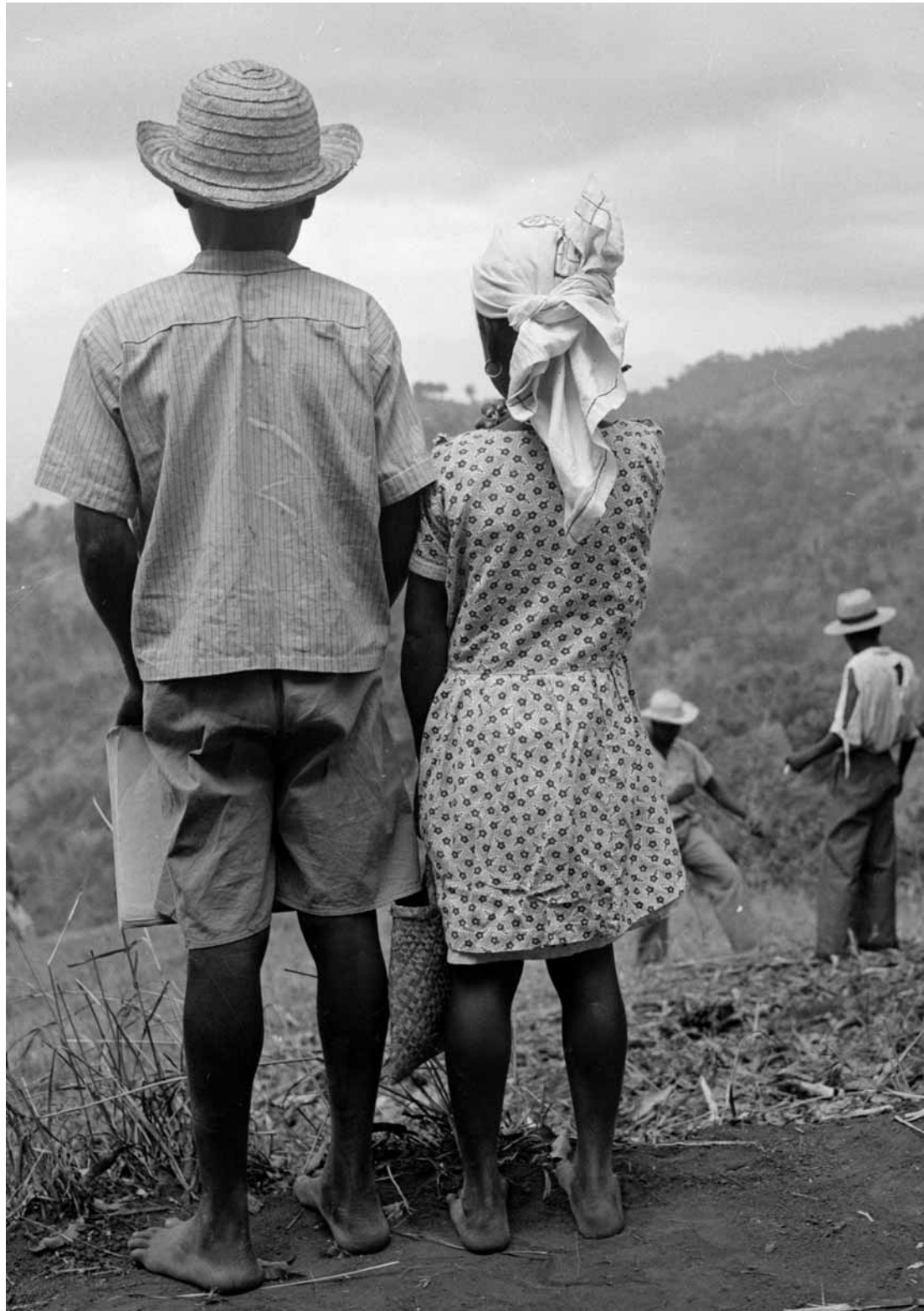
The establishment of a Constitution in 1867 created a period of peaceful and progressive transitions in government that improved the economy and stability of the Haitian nation and the condition of its people. Constitutional government restored the faith of the Haitian people in legal institutions. The development of industrial sugar and rum industries near Port-au-Prince made Haiti, for a while, a model for economic growth in Latin American countries. The last two decades of the 19th century were also marked by the development of a Haitian intellectual culture. Major works of history were published in 1847 and 1865. Haitian intellectuals, led by Louis-Joseph Janvier and Anténor Firmin, engaged in a war of letters against a tide of racism and Social Darwinism that emerged during this period.

By 1911, the relative stability and prosperity Haiti had enjoyed was interrupted when revolution broke out and the country again descended into disorder and debt. From 1911 to 1915, there were six different Presidents, each of whom was killed or forced into exile.

Foreign Intervention

The United States government, concerned over the German community in Haiti and its disproportionate amount of economic power and influence over the country, backed a consortium of American investors to acquire control of the Haitian treasury and the Banque National d'Haïti, the nation's only commercial bank.

In February 1915, Vilbrun Guillaume Sam established a



dictatorship, but in July, facing a new revolt, he massacred 167 political prisoners, all of whom were from elite families, and was lynched by a mob in Port-au-Prince.

Shortly afterwards, the United States, responding to complaints to President Woodrow Wilson from American banks to which Haiti was deeply in debt, occupied the country. The occupation of Haiti lasted until 1934. The U.S. occupation was self-interested, sometimes brutal, and caused problems that lasted past its lifetime. Reforms, though, were carried out. The currency was reformed and the debt stabilized. Corruption was reduced, although never eradicated. Public health, education, and agricultural development were greatly improved.

In 1930, Sténio Vincent, a long-time critic of the occupation, was elected President, and the U.S. began to withdraw its forces. Franklin Roosevelt completed the withdrawal in 1934, under his “Good Neighbor policy”. The United States retained control of Haiti’s external finances until 1947.

All three rulers during the occupation came from the country’s small mulatto minority. At the same time, many in the growing black professional classes began to emphasize the nation’s African roots, a major departure from the traditional veneration of Haiti’s French cultural heritage. Ethnologist Jean Price-Mars and the journalist Les Griots, edited by Dr. François Duvalier were major influences in the movement.

Sténio Vincent was succeeded as President in 1941 by Élie Lescot. In 1949, Lescot tried to change the constitution to allow for his own reelection, but in 1950 this triggered another coup. After a period of disorder, elections were held in September 1957, which saw Dr. François Duvalier elected President.



President Francois “Papa Doc” Duvalier

Although Duvalier (known as “Papa Doc”) had earned a reputation as a humanitarian, once elected into power, he established what would become one of the most repressive and corrupt dictatorships of modern times, combining violence against political opponents with exploitation of *Vodou* to instill fear in the majority of the population. Duvalier’s paramilitary police commonly known as the *Tonton Macoutes*, named for a Vodou monster, carried out political murders, beatings, and intimidation. The regime’s public recognition of Vodou and its practitioners and Duvalier’s private adherence to Vodou ritual, combined with his reputed private knowledge of magic and sorcery, enhanced his popular persona among the common people and served as a peculiar form of legitimization.

Duvalier’s policies, designed to end the dominance of the mulatto elite over the nation’s economic and political life, led to massive emigration of educated people, deepening Haiti’s economic and social problems. However, Duvalier appealed to the black middle class of which he was a member by introducing public works into middle class neighborhoods that previously had been unable to have paved roads, running water, or modern sewage systems. In 1964, Duvalier proclaimed himself “President for Life”.

The Duvalier election ultimately ushered in an a violent and manipulative dictatorship that would last for nearly 30 years until his successor and son (known as “Baby Doc”) was forced to resign and go into exile in 1986.

Jean-Bertrand Aristide

In December 1990, the populist Roman Catholic priest won 67 percent of the vote in elections that international observers deemed largely free and fair. Aristide's radical populist policies and the violence of his bands of supporters alarmed many of the country's elite, and, in September 1991, he was overthrown in a violent coup that brought General Raoul Cédras to power. There was violent resistance to the coup, in which hundreds were killed, and Aristide was forced into exile.

The military regime governed Haiti until 1993. Various initiatives to end the political crisis through the peaceful restoration of the constitutionally elected government failed. In 1994, as repression mounted in Haiti and a civilian human rights monitoring mission was expelled from the country, the United Nations Security Council authorized member states to use all necessary means to facilitate the departure of Haiti's military leadership and to restore Haiti's constitutionally elected government to power.

U.S. troops prepared to enter Haiti by force. President Bill Clinton dispatched a negotiating team to persuade the authorities to step aside and allow for the return of constitutional rule. With intervening troops already airborne, Cédras and other top leaders agreed to step down. In October, Aristide was able to return. Elections were held in June 1995, and Aristide was re-elected. When Aristide's term ended in February 1996, René Préval, a prominent Aristide political ally, was elected marking Haiti's first ever transition between two democratically elected presidents.

In late 1996, Aristide broke with Préval and formed a new political party, which won elections in April 1997 for one-third of the Senate and local assemblies, but these results were not accepted by the government ultimately leading to Préval ruling by decree.

Elections again took place in May 2000, but were plagued by irregularities and fraud. Subsequent elections were



boycotted by the opposition, and Aristide was again elected president, with more than 90 percent of the vote, on a very low turnout. The opposition refused to accept the result or to recognize Aristide as president. Major disorders were prevented by the continuing presence of U.S. and other foreign forces, under United Nations (UN) auspices, but in January 2000, the last U.S. troops departed from Haiti.

UN Withdrawal

After the UN withdrawal, Aristide launched widespread violence and human rights abuses. Radio stations were firebombed and journalists murdered. Aristide suppressed peaceful rallies by opposition members and civil society organizations. Arbitrary arrest, arbitrary detention, summary executions and police brutality became everyday reality. At the same time Aristide and his allies enriched themselves with the construction of mansions in Port-au-Prince, just above the slums. Drug trafficking emerged as a major source of money for the corrupt government and Aristide's security chief and one of his most trusted friends was arrested for money laundering.

The continuing political deadlock between Aristide and the opposition eventually led to the promise of new elections within six months. Aristide refused demands from the opposition that he step down immediately.

The Haitian Rebellion

Anti-Aristide protests in 2004 led to violent clashes in Port-au-Prince, causing several deaths. A revolt broke out in the city of Gonaïves, which was soon under rebel control. The rebellion then began to spread, and Cap-Haïtien, Haiti's second-largest city, was captured resulting in rebel contingents marching towards Port-au-Prince, and the departure of Aristide from Haiti.

Extensive embezzlement, corruption, and money laundering was committed by Aristide. Tens of millions of dollars were stolen from the country, but nothing could be proven. The Haitian government eventually suspended the suit against Aristide to prevent it from being thrown out of court. Many political organizations and writers, as well as Aristide himself, suggested that the rebellion was in fact a foreign controlled coup d'état. The international

community stated that the crisis was of Aristide's making and that he was not acting in the best interests of his country. They argued that his removal was necessary for future stability in the island nation.

After Aristide's overthrow, the violence in Haiti continued, despite the presence of peacekeepers. Clashes between police and opposition supporters were common. In the midst of the ongoing controversy and violence the interim government planned legislative and executive elections. The elections were won by René Préval, who had a strong following among the poor, with 51 percent of the votes. Préval took office in May 2006 and is the current president of Haiti. From 2006 through 2009 demonstrations continued in Haiti protesting rising food prices and political opposition.



Geology of the Region

Haiti's geological history is just as unstable as its political history. The island of Hispaniola has a long record of destructive earthquakes. French historian Moreau de Saint-Méry described damage done by an earthquake in 1751, writing that “only one masonry building had not collapsed” in Port-au-Prince. He also wrote that the “whole city collapsed” in the 1770 Port-au-Prince earthquake. Cap-Haïtien, other towns in the north of Haiti and the Dominican Republic, and the Sans-Souci Palace were destroyed during an earthquake on May 7, 1842. A magnitude 8.0 earthquake struck the Dominican Republic and shook Haiti on August 4, 1946, producing a tsunami that killed 1,790 people and injured many others.

Haiti is no stranger to natural disasters; in addition to earthquakes, it has been struck frequently by cyclones, which have caused flooding and widespread damage. The most recent cyclones to hit the island prior to the earthquake were Tropical Storm Fay and Hurricanes Gustav, Hanna, and Ike, all in the summer of 2008, causing nearly 800 deaths.



2010 EARTHQUAKE

USAID Fairfax County Urban Search and Rescue team performs search and rescue operations in Haiti, January 17, 2010





On January 12, 2010, Haiti suffered a devastating 7.0 magnitude earthquake that killed more than 200,000 people. The capital city, Port-au-Prince, was effectively leveled. A million people were left homeless and hundreds of thousands were without food. The earthquake caused massive devastation leveling whole towns and buildings including Haiti's presidential palace. Mass graves were a necessity in order to bury the dead and many bodies remained unidentified. Few pictures were taken, making it impossible for families to identify their loved ones.

Current concerns involve the spread of disease as a major secondary disaster. Medical treatment was provided in emergency makeshift hospitals, but many victims still suffer and are dying of gangrene, malnutrition, and infectious diseases.

International Response

Many countries responded to Haiti's appeals for aid and launched fund-raising efforts, as well as sending search and rescue teams. The Dominican Republic was the first country to give aid to Haiti, sending water, food, and heavy-lifting machinery. The hospitals there were made available and the airport opened to receive aid that would be distributed to Haiti. The Dominican emergency team assisted more than 2,000 injured people, while the Dominican Institute of Telecommunications (Indotel) helped with the restoration of some telephone services. The Dominican Red Cross coordinated early medical relief in conjunction with the International Red Cross. The government sent eight mobile medical units along with 36 doctors including orthopaedic specialists, reumatologists, anaesthetists, and surgeons. In addition, 39 trucks carrying canned food were dispatched, along with 10 mobile kitchens and 110 cooks capable of producing 100,000 meals per day.

Other nations from around the world sent personnel, medicines, materiel, and other aid to Haiti. These included Iceland, China, and the Middle East. A rescue team sent by the Israel Defense Forces' Home Front Command and established a field hospital which included specialized facilities to treat children, the elderly, and women in labor near the United Nations building in Port-au-Prince. It was set up in eight hours and began operations on the evening of January 16th.

The International Charter on Space and Major Disasters was activated, allowing satellite imagery of affected regions to be shared with rescue and aid organizations. Members of social networking sites such as Twitter and Facebook spread messages and pleas to send help. Facebook was overwhelmed by—and blocked—some users who were sending messages about updates. The American Red Cross set a record for mobile donations, raising US\$7 million in 24 hours when they allowed people to send US\$10 donations by text messages.

Easing refugee immigration into Canada was discussed by Canadian Prime Minister Stephen Harper, and in the United States. Haitians were granted Temporary Protected Status, a measure that permits about 100,000 illegal alien Haitians in the United States to stay legally for 18 months, and halts the deportations of 30,000 more, though it does not apply to Haitians outside the United States. Local and state agencies in South Florida, together with the U.S. government, began implementing a plan ("Operation Vigilant Sentry") for a mass migration from the Caribbean that had been laid out in 2003.

Trade and Industry Minister Josseline Colimon Fethiere estimated that the earthquake's toll on the Haitian economy would be massive, with one in five jobs lost. In

response to the earthquake, foreign governments offered badly needed financial aid. The European Union promised €330 million (US\$474 million) for emergency and long-term aid. Brazil announced millions (US\$210 million) for long-term recovery aid, US\$15 million of which in immediate funds. The United Kingdom's Secretary of State for International Development, Douglas Alexander, called the result of the earthquake an "almost unprecedented level of devastation", and committed the UK to £20 million (US\$32.7 million) in aid, while France promised €10 million (US\$14.4 million). Italy announced it would waive repayment of the €40 million (US\$55.7 million) it had loaned to Haiti, and the World Bank waived the country's debt repayments for five years. On January 14, the U.S. government announced it would give US\$100 million to the aid effort and pledged that the people of Haiti "will not be forgotten".

The government of Canada announced that it would match the donations of Canadians up to a total of CAD\$50 million. After a United Nations call for help for the people affected by the earthquake, Canada pledged an additional CAD\$60 million (US\$58 million) in aid, bringing Canada's total contribution to CAD\$135 million (US\$131.5 million).

Priré Region

Prime Minister Bellerive announced that from January 20, people would be helped to relocate outside the zone of devastation, to areas where they may be able to rely on relatives or better fend for themselves; people who have been made homeless would be relocated to the makeshift camps created by residents within the city, where a more focused delivery of aid and sanitation could be achieved. Port-au-Prince, according to an international studies professor at the University of Miami, was ill-equipped before the disaster to sustain the number of people who



had migrated there from the countryside over the past ten years to find work. After the earthquake, thousands of Port-au-Prince residents began returning to the rural towns from which they had come.

In January, a one-day conference was held in Montreal to assess the relief effort and discuss further plans. Prime Minister Bellerive told delegates from 20 countries that Haiti would need "massive support" for its recovery from the international community.

U.S. Response

President Barack Obama announced that former presidents Bill Clinton, who also acts as the UN special envoy to Haiti, and George W. Bush would coordinate efforts to raise funds for Haiti's recovery. Secretary of State Hillary Clinton visited Haiti on January 16th to survey the damage and stated that US\$48 million had been raised already in the U.S. to help Haiti recover. Following the meeting with Secretary Clinton, President Préval stated that the highest priorities in Haiti's recovery were establishing a working government, clearing roads, and ensuring the streets were cleared of bodies to improve sanitary conditions.

Vice President Joe Biden stated that President Obama "does not view this as a humanitarian mission with a life cycle of a month. This will still be on our radar screen long after it's off the crawler at CNN. This is going to be a long slog."

Government Agency Support

USAID

The U.S. Agency for International Development (USAID), Office of U.S. Foreign Disaster Assistance (OFDA) is the lead U.S. Government office responsible for providing humanitarian assistance in response to international emergencies and disasters. Within USAID, a select group of staff is prepared to respond to disasters abroad, no matter when or where they occur. They are experienced humanitarian assistance professionals, dedicated to saving lives, alleviating suffering, and reducing the social and economic impact of disasters.

Within 24 hours of the earthquake, the first Disaster Assistance Response Team (DART) members arrived in Haiti. They immediately set to work conducting urban search and rescue operations, organizing logistics, establishing critical telecommunications support for the

Matthew Groff, from the Fairfax County Urban Search and Rescue Team, surveys damage at Port-au-Prince's Hotel Montana. Volunteer relief workers are assisting in humanitarian and disaster relief operations as part of Operation Unified Response after a 7.0 magnitude earthquake caused severe damage near Port-au-Prince on January 12, 2010.





Bob Brewer, Convoy of Hope Volunteer, helps distribute food at a Mission of Hope complex in Source Matelas, Haiti, January 22, 2010. Convoy of Hope has helped provide over one million meals since the earthquake and plan to continue assisting the 11 thousand displaced people in the area.

team and for the government of Haiti, and providing information updates on the unfolding situation.

At its height, the DART comprised 540 individuals—511 USAR team members and 34 staff members with expertise in shelter and settlements, protection, health, logistics, food, nutrition, and water, sanitation, and hygiene, as well as liaisons to the UN, the military, and the media.

The team worked long hours and overcame many challenges to ensure that relief was delivered expeditiously and appropriately. The DART coordinated its efforts through the UN-based cluster system and through a network of implementing nongovernmental organizations. The team coordinated the delivery of more than 40 planeloads of relief, including more than 111,000 water containers, nearly 75,000 hygiene kits, more than 10,000

rolls of plastic sheeting, and 5,000 kitchen sets. In addition, the six USAID-funded USAR teams saved the lives of 47 people trapped in collapsed structures.

Within six weeks, USAID programmed more than \$400 million to address immediate food, water, health, and shelter needs for earthquake-affected populations.

“This is a tragic situation and we will work alongside the Haitian government to provide immediate assistance in the rescue effort,” said USAID Administrator Rajiv Shah. “On behalf of the American people, I wish to convey our sympathy, thoughts, and prayers to the people of Haiti, who have been affected by this devastating earthquake.”

USAID continues to provide additional support as needed.

FEMA

FEMA supports USAID through the distribution of supplies and support personnel. FEMA has been partnering with US DOD/USTRANSCOM to transport commodities to support Haiti, including more than 1.42 million meals.

Commodities that have been delivered to Rio Haina, Dominican Republic, and Port-au-Prince, Haiti, to date, includes roughly:

- 1.42 million meals
- 24,365 blankets
- 767,164 liters of water
- 94,709 comfort kits
- 7,645 cots
- 52,606 tarps
- 463 rolls of plastic sheeting

Personnel Support

Mobile Emergency Response Support (MERS) personnel and equipment from Thomasville, GA, Frederick, MD, and Maynard, MA are in Haiti to establish tactical communications for the U.S. Embassy, USAID, and US&R Teams. An Incident Response Vehicle has been positioned at the Embassy to support these departments and agencies. The Incident Support Base (ISB) Team from FEMA, supported by three IMAT personnel from FEMA continues working with USAID to move resources from ISB Homestead to Haiti.

Members of the Federal Emergency Management Agency departed for Haiti January 15, aboard two C-17 Globemaster IIIs to join the search for survivors from the destructive earthquake. FEMA's Virginia Task Force 2 Team comprises 80 firefighters and paramedics from the Hampton Roads area, who were activated shortly after the event.

Homestead, FL, January 19, 2010 -- Incident Support Base (ISB) specialist R. Bond Luddeke crouching down amidst the dozens of United States Agency for International Development (USAID) wrapped products on the flight line ready for military transport. FEMA is supporting its federal partners by assisting with the logistics of moving tons of life-sustaining products to the survivors of earthquake stricken Haiti.





Port Everglades, FL, January 20, 2010 -- FEMA Order Unit Specialist (OUS) Gail Melanson comparing manifest documents with Stephen Johnson FEMA region 5 Department of Defense (DOD) logistics specialist at the Port Everglades, FL dock area. In the aftermath of the Haitian earthquake, FEMA is supporting other federal agencies such as the United States Agency for International Development (USAID) by utilizing its own logistics specialists to track relief supplies bound for Haiti.

The C-17s from Charleston Air Force Base, SC, and Travis Air Force Base, CA, arrived early January 15. Crews began loading vehicles and supplies that would be needed for the humanitarian mission. Capt. Ryan Burns, a 21st Airlift Squadron aircraft commander, and his crew had already delivered one search and rescue team to Haiti, and Captain Burns said he looked forward to this mission as well.

Upon arrival in Haiti, one of the team's missions was to set up a secure base of operation and were assigned missions based on the most probable places to find survivors. Cameras and microphones were used to look for people in difficult to reach areas. Breach and break equipment allows rescuers to get through the debris, and shores are used to hold back rubble while survivors are pulled out for medical evaluation.

GSA Support

GSA is on call to support U.S. disaster relief efforts, and as Haiti continues to recover from a devastating earthquake and its aftermath, GSA has been working behind the scenes to assist U.S. efforts to bring relief and help to the people there.

During the first two weeks following the initial temblor, GSA's National Contact Center responded to nearly 45,000 calls from people looking for information and to give support to the Haitian recovery efforts.

The contact center, part of GSA's Office of Citizen Services, answers calls on behalf of the U.S. State Department's Overseas Citizen Services. A typical day will see about 500 calls on subjects such as an after-hours

number for an emergency involving an American, death of an American citizen abroad, and Americans missing abroad. The National Contact Center telephone number – 1 (888) 407-4747 – is promoted in a variety of ways, including the State Department Web site. In emergency times such as the Haiti earthquake, the center responds around the clock.

In that same time frame, GSA's Supply Operations filled more than 240 requisitions worth nearly \$1 million to federal agency customers supporting disaster relief in Haiti. The Department of Defense placed most of the orders, looking for everything from toothpaste and water jugs to memorandum books and safety helmets. Blankets, towels, sheets, pillows, pillowcases, and gloves were also ordered.

GSA's has also arranged shipping for supply and equipment that disaster relief personnel will use, including generators, electronic equipment, tents, vehicles, cots, and blankets.

Employees have been busy helping find resources for other items requested. These include such things as finding sources for meals ready to eat for military activities supporting relief efforts and assisting the Red Cross with emergency lodging reservations in Florida for volunteers working on the Haiti effort.

GSA's Federal Systems Integration and Management Center provided operations and maintenance, communications, and field operation support to the U.S. Agency for International Development's Office of Foreign Disaster Assistance. The FEDSIM's response management team deployed three communications officers, who provided field-based communication support. These first responders arrived in Haiti alongside military personnel and helped establish communications coverage to support relief efforts.

Homestead, FL, January 19, 2010 -- Products bound for Haiti waiting in turn on the tarmac for military air transport. In support of its federal partners, FEMA is assisting with the logistics needed to move the tons of life-sustaining products to the earthquake stricken country.



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U.S. General Services Administration

Other Organizations

In addition to humanitarian aid support to organizations such as FEMA and USAID, GSA supports agencies engaged in scientific research to understand more about our planet and the natural forces that ultimately affect life on Earth such as the U.S. Geological Survey (USGS) and the National Oceanographic and Atmospheric Administration (NOAA). In addition to providing physical office space and supplies, GSA makes scientific equipment and services available through the GSA's Multiple Award Schedules Program, under MAS Schedule 66.

GSA's Multiple Award Schedules Program

Under the GSA Multiple Award Schedules Program, GSA establishes long-term governmentwide contracts with commercial firms to provide access to over 11 million commercial supplies (products) and services that can be ordered directly from GSA Schedule contractors or through the *GSA Advantage!*® online shopping and ordering system.

GSA Schedules offer customers direct delivery of millions of state-of-the-art, high-quality commercial supplies and services at volume discount pricing. All customers, even those in remote locations, can order the latest technology and quality supplies and services, conveniently, and at most favored customer prices. GSA Schedules also offer the potential benefits of shorter lead-times, lower administrative costs, and reduced inventories. When using GSA Schedules, ordering activities have the opportunity to meet small business goals, while promoting compliance with various environmental and socioeconomic laws and regulations.

GSA MAS 66, Scientific Equipment and Services

The latest technology and services on GSA's Schedule 66 helps our customers save lives and accomplish their missions. GSA provides one-stop shopping for all general purpose and specialized laboratory equipment and furniture, unmanned aerial

vehicles, measurement and testing equipment, and laboratory test and analysis services through offerings that include:

- Geophysical and Environmental Analysis Equipment
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- Mechanical, Chemical, Electrical, and Geophysical Testing Services
- Test and Measurement Equipment, Unmanned Scientific Vehicles

For more information on GSA MAS 66, please contact
Francis A. Wilson
(817) 574-2388
frank.wilson@gsa.gov

For more information on how GSA's MAS Schedules Program can benefit your agency, visit our Web site at
www.gsa.gov.

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http://en.wikipedia.org/wiki/2010_Haiti_earthquake

http://en.wikipedia.org/wiki/Haiti_history





Serving Globally

GSA in Afghanistan

By John Barnicle

What happens when a compelling customer requirement meets a GSA commitment to serve and support that customer? If you're Ron Walker, you find yourself strapped into a C-130 transport, wearing your newly issued body armor and helmet and "enjoying" a 5 hour flight from Kuwait into Kandahar, Afghanistan. Walker, who served for 9 of his 18 years in overseas locations as a GSA Customer Service Director (CSD), became the first GSA representative to serve on the ground in Afghanistan alongside the customer in this country's most prominent theater of military activity in 2010.

Background

Back in January 2008, GSA signed a Memorandum of Agreement with the Defense Logistics Agency (DLA) and the U.S. Transportation Command (US TRANSCOM) outlining mutual commitments intended to streamline related elements of supply distribution systems and enhancing the forward stocking of critical material for deployed forces. These enhancements had the potential to improve support to the warfighter while minimizing transportation costs, particularly the expensive air shipments from the U.S. to Iraq, Afghanistan, and similar destinations.

By May 2008, USAF General Norton Schwartz, then commander of US TRANSCOM, was writing to Acting Administrator David Bibb to express his “sincere

appreciation for the great efforts” by GSA to support the Department of Defense. He cited individuals at the Burlington depot who had “significantly reduced customer wait time for GSA products” and looked forward to “our collective, continued success in support of the DoD warfighter.”

That success has taken several shapes. That same month, GSA “turned on” its portion of the inventory at DLA’s depot in Kuwait to permit direct shipment of goods to Afghanistan. More recently, GSA has collaborated with DLA, TRANSCOM, CENTCOM and others to develop the Northern Distribution Network to bring ground supplies into Afghanistan. The traditional transit route, from Pakistan via the Khyber Pass, has proven to be vulnerable to attack. Working cooperatively with several nations in the South



Caucasus (Georgia, Azerbaijan, etc.) and Central Asia (Kazakhstan, Kyrgyzstan, Tajikistan, etc.), the U.S. team has developed an alternative route that takes goods through Russia and then down into Afghanistan from the north.

GSA Deployment

The next stage in this multi-faceted partnership emerged in summer 2009 in conversations between Assistant Commissioner Joseph Jeu and his counterparts at DLA. DLA offered to host a GSA person on-site in Afghanistan to assist personnel there with supply logistics questions and issues. Ron Walker, with 39 years of federal service, including service as a CSD in Korea and Okinawa, Japan, was a natural candidate to break this new ground. After further consultation with DLA staff at U.S. Central Command (CENTCOM) headquarters in Tampa, FL, it was decided that Walker would embed with a DLA Deployment Support Team based at the Kandahar Air Base in southern Afghanistan.

During a brief training stop at Ft. Benning, Georgia, Walker received the necessary medical vaccinations and training/orientation and was issued the uniform, body armor and related gear necessary for his deployment. After flying from Ft. Benning to Kuwait aboard a commercial charter flight, he put on his protective gear and settled in like a paratrooper in sling-type seating for the five hour flight into Kandahar.

First Impressions

The first thing that strikes new arrivals in Kandahar is the universal presence of “moon dust.” Although this city of roughly 465,000 people, approximately five miles from Kandahar Airfield, experiences the changing temperatures of all four seasons, it is an arid location with average annual rainfall of only seven inches. That means dust is a constant companion. As Ron notes, “You can wipe off your computer one day and the next it is covered with a dust film.” Meals are provided at base dining facilities, four of which serve the military and civilian population at this base. Meals are



balanced and food is plentiful, but it’s “nothing to write home about.”

As might be expected, accommodations at an active airbase are austere. Typical sleeping quarters are shared with four to six people per room with common bathrooms. Many soldiers sleep in tents and travel to their nearest bathroom. Relaxing at the office is not an option either. Work space is very limited so Ron and his colleagues sit shoulder to shoulder during work days that normally extend beyond 12 hours, seven days a week. Running water is not available at work so portable toilets are standard fare and hand sanitizer soon becomes a constant companion. Privacy, like family, is something that is sacrificed for the duration of the deployment.

Successors

In addition to working specific issues with DLA, part of Walker's mandate was to clarify for GSA's Supply Operations business line the appropriate level of staffing needed on the ground in Afghanistan. As a result of his initial travels, videoteleconferences (VTCs) and interaction with customers, GSA opted to send three "replacements" when Walker's detail ended in late February.

Sheila Patterson, who worked with Walker at the Southwest Supply Operations Center in Ft. Worth, is now serving at Bagram Air Base, approximately 35 miles north of the Afghan capital of Kabul. Before joining GSA, she worked for DoD in several capacities, including a stint with the Army Materiel Command during the 1991 Gulf War. Miguel Luzunaris, from the Burlington Distribution Center, is serving in Kandahar. He spent 15 years with DoD in Germany before joining GSA and has been to Kuwait and Bahrain while carrying out his GSA duties. Finally, Jim Orze, a Customer Service Director in Minnesota, is working in Kabul. Orze has served 25 years in the Air Force Reserves, following four years of active duty, and deployed three times in recent years to the Middle East.

GSA plans to use ongoing 180 day staffing details to provide fresh eyes and ears in these Afghan locations to ensure that GSA's supply chain is as effective and efficient as possible in this challenging environment.

Work

As you would guess, GSA's support of troops in Afghanistan has ramped up in recent months as the primary focus of U.S. deployments has shifted from Iraq to Afghanistan. In the first quarter of fiscal year 2010, requisitions to GSA more than doubled, reaching almost 75,000, compared to the same time period in 2009. The value of these orders grew 170 percent, suggesting the increased demand even before the arrival of 30,000 additional troops as outlined by President Obama in his November 2009 announcement.

Most of these requisitions are for common use items like office supplies, tools, housewares, and cleaning supplies that are stocked and shipped by GSA's distribution centers. However, GSA Global Supply™ partners with a variety of contractors to facilitate direct delivery of items that require special handling or have sporadic demand that makes them less suitable for continuous inventory at the GSA depots. Given the volume of orders, the number of links in this extended supply chain and the regular turnover of individuals and units making up the military force in Afghanistan, it certainly helps to have GSA staff on the ground to help DLA and others confirm orders, assess status and resolve any problems that may arise.

Free time is scarce, but Sundays sometimes permit a Chapel service or shopping at either the Post Exchange or with merchants that operate on the base.

Reflections and Recommendations

For Walker, volunteering for this assignment came naturally. "First of all, GSA has a long history of supporting FEMA disaster contingency operations, standing up logistics cells and deploying into the core of a disaster." With that legacy of mission, "it was only a matter of time before we would find ourselves downrange with the warfighters." Once the decision had been made to deploy a representative, his deep experience with GSA and his long-term service in OCONUS locations made him a natural trail blazer.

Asked about the most frustrating aspect of his early months, Walker's emphatic reply was "very slow internet!!!" Only then did he mention "occasionally we get rocket attacks" requiring movement, even in the middle of the night, to bunkers to await the "all clear."

As for the most rewarding aspect of his journey, he replied "Knowing that your contribution is vital and highly valued to the warfighter and they appreciate you "coming to the fight." I know of nothing in my career that has been as rewarding and professionally fulfilling." Given the length of his career, the depth of his experience and the out-of-the-ordinary places he has worked, that says something.



With the end of his deployment already on the horizon, Walker did offer some suggestions to his successors. “The mindset of the GSA Deployment Support Team member is key to a successful tour. You need to have a selfless approach to serving and know we all “do windows” in a downrange environment. That means we do whatever it takes to get the mission done. You are working for a cause bigger than yourself, so selflessness and dedication to mission success need to be your guide.”

Central Asia

President Obama and CENTCOM Commander General David Petraeus have made clear that the U.S. effort in Afghanistan cannot be defined narrowly as a solely military action. While a commitment of approximately 100,000 American troops is a substantial demonstration of the country’s intent to pursue and eliminate opposition from both Al Qaida and Taliban forces, the broad scope of American involvement in Afghanistan includes humanitarian aid to a country devastated by decades of conflict and diplomatic outreach to tribes within the country and to neighboring states.

To support non-military action, the U.S. and CENTCOM are also pursuing economic development opportunities in Central Asia with a goal of enhancing safety, security and prosperity for citizens of the countries many Americans know only vaguely as the “Stans.” Kazakhstan, Uzbekistan, Kyrgyzstan and Tajikistan are all neighbors to the north of Afghanistan. While they share some ties of history, language and customs, they also share a legacy that includes economic deprivation, illiteracy and sometimes political oppression. These conditions have, at times, generated unrest and political instability that threatens to extend the misfortune to future generations.

GSA is supporting a wider initiative, championed by General Petraeus, to spur economic activity by seeking to identify and utilize local sources for supply items needed by the U.S. military in Afghanistan. GSA Global Supply™ has worked with DLA and others to select products for local sourcing. Initial tests in fall 2009 began with a successful purchase of toilet paper from Uzbekistan. The next purchase, of rebar used to reinforce concrete for construction, was made in Kazakhstan and saved the government more than \$100,000 in product and transportation costs.



In January, GSA took the first steps toward identifying a contractor with experience in these markets to help coordinate outreach to local markets. The goal, working in parallel with DoD, is to create economic activity in Central Asia and strengthen the productive ties between these economies and nations to improve the chances for long-term prosperity and stability.

GSA OCONUS

As noted above, Ron Walker served for many years as a Customer Service Director (CSD) in OCONUS locations that included Korea and Japan. GSA's Customer Accounts and Research organization has a number of CSDs serving now in distant locations. These folks are talented generalists who can help GSA customers use the GSA Global Supply™ system and a variety of other programs administered by GSA's Federal Acquisition Service.

Customers in Europe and Asia can still take advantage of the comprehensive nature of the Multiple Awards Schedule program that now features approximately 21,000 vendors and several million products and services. GSA Fleet and Personal Property often serve OCONUS customers and of course many of these customers make steady use of GSA Smartpay 2® purchase or travel cards.

Regardless of where duty calls GSA customers, the agency stands ready to offer professional support. The CSDs listed below can be the first stop for customers serving the nation a long way from home.

Europe, Africa & Middle East

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Guam

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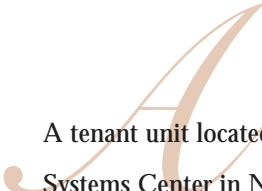
Serving the Warfighter

U.S. Army Natick Soldier Research,
Development and Engineering Center

Since 1954, the U.S. Army Natick Soldier Research, Development and Engineering Center (NSRDEC) has followed a single directive: to ensure that American soldiers are the best fed, most protected, and most highly mobile military force in the world.

NSRDEC maintains a strong operational focus dedicated to meeting the needs of the 21st Century warrior through science and technology in the areas of airdrop, combat feeding, individual clothing and equipment, shelters, and soldier system integration. Among its numerous accolades, the NSRDEC has received the Department of the Army's Research and Development Lab of the Year Award for five of the last six years.





A tenant unit located at the U.S. Army Soldier Systems Center in Natick, Massachusetts, under the Army's Research, Development and Engineering Command (RDECOM), MA – is a world-class organization that employs top-notch engineers, scientists, and equipment designers in a concerted effort to provide American forces with a vast array of field life-support and nutrition systems, clothing, precision airdrop systems, and ballistic, chemical, and laser protection systems. NSRDEC's available resources include unique testing facilities and state-of-the-art equipment.

NSRDEC has dedicated itself to the mission of maximizing U.S. soldiers' mobility, survivability, sustainability, combat effectiveness and quality of life by approaching the soldier as a system. In fact, NSRDEC is the birthplace of the "Soldier as a System" (or SaaS) concept. NSRDEC provides vital research and development in the following areas:

- Clothing and individual equipment
- Design, engineering and fabrication
- Polymer processing
- Mechanical testing and analysis
- Applied science
- Aerial delivery
- Food research
- Food-service equipment
- Soldier System Integration Lab (SSIL)

Combined with its close relationship to soldiers in the field, NSRDEC's scientific and technical expertise has helped generate the creation of new fabrics that are lighter in



weight, more durable, and more threat-resistant than anything soldiers have previously worn.

Also, NSRDEC's development of easy-to-prepare, appetizing rations that contain the right balance of nutrients has led to an improved understanding of how to maximize the performance of soldiers.

NSRDEC's vision is to be the recognized center and partner of choice for warrior and homeland defender related research, technologies and systems.

NSRDEC's focus is to deliver world-class research, development, systems engineering, and services – with a human-centric focus – by:

- Fostering a highly motivated, expert and versatile workforce;
- Exceeding customers' and stakeholders' expectations;
- Honoring its commitments and delivering on promises at an unprecedented pace;
- Fostering strategic long-term partnerships and collaborations with key customers, other government agencies, industry, and academia.

Combat Feeding

NSRDEC addresses the combat feeding requirements for each branch of the U.S. military. In fact, all military menus are tested and approved by NSRDEC. The center's activities include research, development, integration, evaluation, and engineering for combat rations, field food-service equipment, and combat feeding systems. The latest technologies are leveraged to ensure that each soldier is provided the decisive edge in all aspects of combat feeding. NSRDEC's research has produced successful, innovative technologies and products now used throughout the world.

From the Civil War-era "meat and potatoes" approach to sustenance to today's technologically advanced ration and packaging systems, the evolution of rations has positively impacted soldiers' nutrition. Likewise, strides made since the initial packaged ration of the 1950s include cornerstone operational rations such as the Meal-Ready-To-Eat™ (MRE)

and Unitized Group Ration (UGR), as well as the newly developed and recently introduced First Strike Ration™ (FSR) and UGR-Enhanced™ (UGR-E).

MRE is a self-contained, individual field ration in lightweight packaging provided to service members by the U.S. military for use in combat or other field conditions in which organized food facilities are unavailable.

The First Strike Ration (FSR) is a compact, eat-on-the-go ration concept from the U.S. Army designed to be consumed during the first 72 hours of conflict. The FSR substantially reduces weight and load, and it is intended to enhance a soldier's physical performance, mobility, and mental acuity.

The Unitized Group Ration – Express™ (UGR-E) is designed to provide a complete, hot meal for up to 18 soldiers in locations where group meals would not be possible otherwise. The UGR-E is a compact, self-contained module that requires no cooks or kitchen to prepare. It is heated within 45 minutes and served to soldiers like a cook-prepared meal.

These leaps and bounds in growth took place at various locations, starting with the Quartermaster Subsistence School in the 1920s, then at the Chicago Quartermaster Depot in the 1930s, and culminating with NSRDEC's revolutionary work of today.



Warfighter Protection and Aerial Delivery



Individual Protection

The goal of NSRDEC's individual-protection efforts is to plan, execute, and rapidly transition research, development, and engineering support of protective clothing and individual equipment technology. NSRDEC provides engineering and technical support for protective clothing and individual soldier equipment and systems. NSRDEC has technical expertise in critical protection areas, such as: ballistic, chemical, biological and environmental protection; multi-functional textiles and flame resistant

materials; individual combat equipment; and human systems integration.

Airdrop/Aerial Delivery

The airdrop/aerial delivery directorate's mission is to conduct research and engineering in military parachuting and airdrop systems in order to: increase aircraft/airborne force survivability; improve airdrop accuracy and functional reliability; reduce personnel injuries/casualties; and lower the

cost to develop, produce and maintain these complex systems. Research into airdrop and other airdrop technologies has matured to ensure that personnel and equipment reach their destination in the fastest, precise, yet safest, way possible.

Through efforts to develop, produce and maintain complex air-delivery systems, the airdrop program increases aircraft and airborne force survivability. It also improves airdrop accuracy and reliability; reduces personnel injuries and casualties; and greatly reduces system life-cycle costs.



Shelters Technology, Engineering and Fabrication Directorate (STEFD)

The STEFD team focuses on providing shelter systems for soldiers in a variety of environments, including conflict situations. The standard tactical shelters include rigid wall, soft wall, and hybrid. State-of-the-art shelters that enhance soldiers' protection – and their quality of life – have replaced the flimsy tents of yesteryear.



Technology, Systems and Program

Integration ensures that the NSRDEC Science and Technology Program addresses soldiers' needs and supports the Army's strategies and objectives. Technology, Systems and Program Integration serves as the primary NSRDEC technology integrator/assessor to advance and transition modular and reconfigurable soldier systems and technologies that will enhance future soldiers' operational capabilities.

NSRDEC's Design Engineering and Fabrication Team (DEFT)

DEFT includes a full-service fabrication, integration, prototyping, and engineering design capabilities, along with a Large Area Maintenance Shelter (LAMS) team that can erect and set up LAMS in CONUS and OCONUS.

Fabrication and prototyping services address the needs of both research-and-development prototype customers and those who require complex fabrication or small-scale production. DEFT provides design solutions to customers' needs with state-of-the-art equipment and experienced personnel. The team produces high-quality prototypes,

integrated systems and production runs of equipment and systems for soldiers.

The LAMS team sets up large shelters that are used to support force-projection and staging-base operations.

NSRDEC's Engineering Services

Rapid prototyping: NSRDEC can produce rapid prototypes directly from CAD drawings; create or design models through reverse engineering existing items; or create a custom design to meet customers' requirements.

Load Testing

NSRDEC possesses an Instron® load frame with a 130,000-pound capacity in tension or compression. Applications include proof testing, ultimate load testing, and failure analysis. Custom tests can be set up to measure an array of failure variables. Tested systems include aerial delivery and materials, structural components for shelters, and combat equipment.



Design Services

Computer-aided design (solid modeling) with SolidWorks®, Finite Element Analysis for solution of Structural and/or Thermal problems with ANSYS®.

Fabrication Services

The Fabrication and Assembly Shop can fabricate and assemble a wide variety of systems and equipment, ranging from specialty metal components for airdrop applications to plastic water tanks used for waste-water collection, to complicated shelter integration projects which involve kitchen components, and lighting, power, and communication wiring. Also, the Fabrication and Assembly Shop specializes in the refurbishment of equipment that's been damaged or degraded in the field, as well as upgrading and modernizing equipment.

Wood and Plastics Shop

The shop provides a wide variety of prototype and modeling services to customers, including wood patterns and models, plastic fabrication and models of all types and sizes, thermoforming plastic fabrication (up to 30 x 36"), specially molded items for unconventional use, and prototype injection-molded parts for engineering evaluation.

The Machine Shop's broad range of capabilities incorporates the use of metal, plastic, wood and composite materials using the latest Computerized Numerically Controlled (CNC) machining and cutting equipment. A special system produces exact drawings and tight tolerances to assure that the item will meet each customer's unique needs. Machining Capabilities include: CNC milling with tolerances to 0.001"; precision honing and grinding to 0.0001"; turning of parts to 20" diameter and up to 60" length; and single prototype parts to small production runs.

The Welding Shop performs manual and semi-automatic welding, structural welding fabrication, and non-destructive testing of welds and base materials. The Welding Shop assists in the practical approach to design of weldments, evaluation of welding procedures, and conducting procedure qualification in accordance with the applicable regulations and specifications.

The Large Area Maintenance Shelters (LAMS) team provides a one-stop shop for acquisition, deployment, training, maintenance, and repair relating to LAMS. The team can deploy on short notice, CONUS or OCONUS, to erect, take down and/or repair shelters. The primary users of these services are helicopter and vehicle maintainers. In addition to ongoing operations, the team has supported both peacekeeping and humanitarian efforts in Albania, Kosovo, Bosnia, Panama, Cypress, Africa, Honduras, Italy and Puerto Rico, as well as throughout the Middle East.



Warfighter Science, Technology and Applied Research directorate (WarSTAR)

The WarSTAR directorate conducts efforts involving basic and applied research, as well as advanced development. It also provides support to product and program managers and a variety of other clients. Serving as NSRDEC's internal corporate laboratory, WarSTAR operates a basic research program that encompasses the cognitive, anthropological, biological, behavioral, mathematical, and physical sciences that form the basis for NSRDEC's soldier-focused mission. With its applied research and advanced development, WarSTAR serves as the NSRDEC lead organization for planning and executing science and technology (S&T) related to protective clothing and individual equipment for soldiers while also providing S&T expertise to other NSRDEC mission areas.

Technology, Systems and Program Integration Directorate (TSPID)

TSPID has four missions

- (1) managing the development, integration, and experimentation of all technology aspects of the Joint Army, USMC, Military Operations in Urban Terrain ACTD and Pathfinder ACTD;
- (2) ensuring that the S&T program addresses the soldiers' needs and supports the Army's S&T vision, strategy, and transformation objectives;
- (3) advancing and transitioning modular and reconfigurable soldier system technologies that will benefit and serve the next-generation soldiers' operational capabilities; and
- (4) serving as a focal point among emergency response professionals, military personnel and civilians in high-risk occupations for exchange of information regarding protective clothing and individual equipment materials, systems and testing.

Future Force Warrior (FFW) falls under TSPID and is a U.S. military advanced-technology demonstration that is part of the Future Combat Systems project. The FFW project strives to create a lightweight, fully



integrated combat system for soldier use. FFW is one technology-demonstration project in a series of network-centric, next-generation infantry combat projects the U.S. military have been developing during the past decade.

The FFW concept envisions the progressive use of technologies, including powered exoskeletons, nanotechnology, and magnetorheological fluid-based body armor to provide the infantry with significantly higher force multiplier than the opposing force. However, the stated concept is not U.S. Army doctrine, and is not intended to answer every situation that Army After Next (the Army's buzzword for future fighting forces) would face; rather, the concept is meant to serve as an end goal to strive to reach or to compromise with current technologies and to stir imagination and dialogue on how these technologies and concepts can help soldiers in the near future.

Developed under TSPID, the Pouch Attachment Ladder System (PALS) is a grid of webbing invented and patented by NSRDEC. It is used to attach smaller equipment – such as holsters, magazine pouches, radio pouches, and knife sheathes – to load-bearing backpacks and vests. While first used on MOLLE rucksacks, PALS is currently found on an array of tactical equipment – including interceptor body armor and modular tactical vests.

National Protection Center (NPC) serves as the NSRDEC's focal point for leveraging military protective clothing and equipment technologies on behalf of the emergency-response community. In fact, NPC acts as senior technology advisor to several major U.S. policy-defining forums related to personal-protection clothing and equipment for both military and civilian emergency responders. NPC acts as the NSRDEC Homeland Security representative to DoD and

other related agencies. NPC also provides project management for R&D, test and evaluation programs for protective clothing and individual equipment for use by military personnel, emergency-response professionals, and civilians in high-risk occupations.

Throughout the years, NSRDEC has reached out to a broader community through technology transfer and cooperative agreements with private industry and other government agencies. Through these efforts, NSRDEC developed much of the food eaten by astronauts aboard the space shuttles, outfitted police forces with special ballistic protection, and developed shelf-stable sandwich foods that promise to combine convenience and nutrition for a consumer market.

In addition to supporting soldiers in field, NSRDEC's mission has grown to encompass Homeland Defense in the Global War on Terrorism, disaster response, humanitarian aid, peacekeeping efforts, and low intensity conflicts. NSRDEC's multitalented, highly educated, and experienced workforce stands poised to continue to meet these challenges and any that the future may bring.

Many NSRDEC developed products are available from GSA. GSA also supports the organization's mission through operational supplies and services. GSA is proud to support NSRDEC in their critical mission to support and protect the warfighter.

Sources for "Serving the Warfighter":

www.nsrdec.com

www.natick.army.mil/soldier/

www.natick.army.mil/soldier/media/fact/index.htm

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By Land and By Sea

The Journey of the Intermodal Shipping Container (ISO)

By Emily LeDuc

The use of shipping containers can be traced back to the late 1780s. Small by today's standards, wooden 'loose boxes' were used to load coal on and off barges for transport. In the 1800s, containers had become common cargo on railroads for transfer to trucks or ships. Towards the end of the century iron construction was introduced and by 1900 closed containers were developed to facilitate container transfer between road and rail.



Soon after, the Chicago North Shore and Milwaukee Railway began carrying motor carrier vehicles and shippers' vehicles loaded on flatcars between Milwaukee and Chicago. From there the industry grew simultaneously in the three modes of transport – road, rail, and sea – resulting in cargo traversing the U.S. and even reaching international destinations with efficiency never seen before. Specialized containers were used by the U.S. Army to speed up the loading and unloading of transport ships towards the end of World War II, and the military continued to further the development of shipping container technology through innovation and standardization over the next several decades.

The U.S. container shipping industry officially dates to April 26, 1956, when trucking entrepreneur Malcom McLean put 58 containers aboard a refitted tanker ship, the “Ideal-X,” and sailed them from Newark to Houston. McLean's innovation was to use large containers that remained sealed in transit and that were transferable on an intermodal basis – from rail, to truck, to ship.





Standardization

The global standardization of containers and container handling equipment was one of the most important innovations in 20th century logistics. The first twenty years of the industry was characterized by the use of completely different and incompatible container sizes from one country to another. Dozens of incompatible container systems existed in the U.S. alone. Standardization evolved out of a series of compromises among international shipping companies, European railroads, U.S. railroads, and U.S. trucking companies. Four important ISO (International Organization for Standardization) recommendations standardized containerization globally.

Today

Containerization has revolutionized cargo shipping. 90 percent of non-bulk cargo worldwide moves by containers stacked on transport ships. An astounding 18 million total containers make over 200 million trips per year worldwide.

The widespread use of ISO standard containers has forced other freight-moving standards to fall in line in removable truck bodies, aligning the worldwide use of freight pallets that fit into ISO containers or into commercial vehicles.

Improved cargo security is also an important benefit of containerization. The cargo is not visible to the casual viewer and thus is less likely to be stolen. Doors are generally sealed so that tampering is more evident. This has reduced the “falling off the truck” syndrome that long plagued the shipping industry.

There are five common standard lengths, 20, 40, 45, 48, and 53 feet. Standard U.S. domestic containers are generally 48 and 53 feet for rail and truck. Container capacity is measured in twenty-foot equivalent units (TEU). An equivalent unit is a measure of containerized cargo capacity equal to one standard 20 ft × 8 ft container.

The original choice of 8 foot height for ISO containers was made in part to suit a large proportion of railway tunnels,

Container Types

- Flushfolding flat-rack containers for heavy and bulky semi-finished goods, out of gauge cargo
- Gas bottle
- Generator
- General purpose dry van for boxes, cartons, cases, sacks, bales, pallets, drums in standard, high or half height
- High cube palletwide containers for europallet compatibility
- Insulated shipping container
- Refrigerated containers for perishable goods
- Open top bulkainers for bulk minerals, heavy machinery
- Open side for loading oversize pallet
- Platform or bolster for barrels and drums, crates, cable drums, out of gauge cargo, machinery, and processed timber
- Rolling floor for difficult to handle cargo
- Swapbody
- Tank containers for bulk liquids and dangerous goods
- Ventilated containers for organic products requiring ventilation



though some had to be deepened. With the arrival of even taller containers, further enlargement is proving necessary.

Variations do exist based on cargo such as refrigerated container units for perishable goods, tanks in a frame for bulk liquids, open top units for top loading and collapsable versions.

Containers can be transported by container ship, semi-trailer truck and freight trains as part of a single journey without unpacking and are transferred between modes by container cranes at terminals. Every container is identified by a BIC code painted on the outside for tracking, and is capable of carrying up to 20–25 tons.

When carried by rail, containers may be carried on flatcars or well cars. The latter are specially designed for container transport and can accommodate double-stacked containers. However the loading gauge of a rail system may restrict the modes and types of container shipment.

Today's intermodal shipping container has revolutionized the shipping and logistics industry and future developments in technology and standardization will only make this miracle of transport more efficient and cost effective.

GSA – What can we do for your Agency?

Under the GSA Multiple Award Schedules Program, GSA establishes long-term governmentwide contracts with commercial firms. The MAS Program provides access to over 11 million commercial products and services that can be ordered directly from GSA MAS contractors or through the *GSA Advantage!*® online shopping and ordering system.

GSA MAS offer customers direct delivery of millions of state-of-the-art, high-quality commercial supplies and services at volume discount pricing. The Schedules & Other Supplies & Services page lists commercial supplies and services available under GSA Schedules and other GSA contracts. All customers, even those in remote locations, can order the latest technology and quality supplies and services, conveniently, and at most favored customer prices. GSA Schedules also offer the potential benefits of shorter lead-times, lower administrative costs, and reduced inventories. When using GSA Schedules, ordering activities have the opportunity to meet small business goals, while promoting compliance with various environmental and socioeconomic laws and regulations.

Through GSA's Multiple Award Schedules program, agencies can access Shipping Supplies, Packing, and Packaging Services. GSA offers agencies easy and immediate access — when and where you need it — to the appropriate shipping, packaging and packing supplies and related packaging services.

GSA's solutions not only help to maximize work efficiency and productivity, saving time and money, they also help meet agency goals to protect and transport goods and materials securely, in undisturbed conditions, with timely delivery for uncompromised results.

Hundreds of pre-qualified vendors stand ready to serve you with a huge range and variety of products, supplies, and related packaging services on GSA's MAS 81 I B - Shipping Supplies, Packing, and Packaging Services. Count on them to help your agency work faster, easier, and more confidently by bringing directly to you the exact supplies and services you need to get your deliveries packaged, shipped out, and delivered on time — in tip-top condition.

For more information on GSA's Multiple Award Schedules Program and our Shipping Supplies, Packing, and Packaging Services Schedule, please visit our Web site at www.gsa.gov.

Sources for "By Land and By Sea":

Wikipedia

http://en.wikipedia.org/wiki/Intermodal_freight_transport

http://en.wikipedia.org/wiki/Intermodal_container

<http://en.wikipedia.org/wiki/Containerization>



Slow and Steady Wins the Race

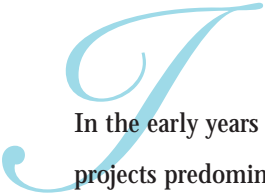
The American Barge

By Emily LeDuc





Barges once dominated early American waterways as the primary method for efficient inland transportation. Dubbed “poleboats” the craft were powered with long slender poles utilized by “walkers” along the sides of the craft. The poles were pushed against the streambed, canal, or lake bottom to move the vessels. Barges were instrumental in settling the American West. Navigating along inland rivers was much easier than trying to traverse primitive dirt roads, and this continued to be the case well after the American Revolution. Once the New York Central and Pennsylvania Railroads reached Chicago, the dynamic changed and American poleboats became less common, relegated to smaller rivers and more remote streams.



In the early years of the Industrial Revolution, engineering projects predominantly focused on the development of viaducts, aqueducts, and canals for use in transporting raw materials to fledgling industries. This same network of waterways was also used to deliver the manufactured products to American ports and cities for distribution. Canal barges were often used for these projects, towed by animals on paths adjacent to the waterways.

The American barge and canal system was equally as effective as the railway system in the 1850s and 1860s. The Erie Canal provided significant growth for New York State, resulting in New York City's dominance over Philadelphia as America's largest port and city. But ultimately canal systems were more expensive requiring more complex and specialized equipment and maintenance tasks than rail. This included the use of locks, the need for dredging, pumps, and sanitary measures and the canal systems were eventually out-competed for the transport of high-value items by railroad





carriers who could offer faster speed, lower costs, and route flexibility. Barge and canal systems did continue to be of primary economic importance in Europe until after World War I, particularly in the more developed nations of France, Germany, Poland, and Great Britain.

Today's typical barge measures 195 by 35 feet and can carry up to 1,500 tons of cargo. Huge cargo barges connect together to form "trains" allowing for cargo volumes and weights that would astonish the pioneers of the industry. Barges are built mainly for river and canal transport of very heavy or bulky items and are usually constructed for the

particular canal in which they operate. Common on the Mississippi and other sheltered waterways, industrial barge trafficking is the preferred method for transport of bulk raw materials such as coal, timber, iron ore, and other minerals.

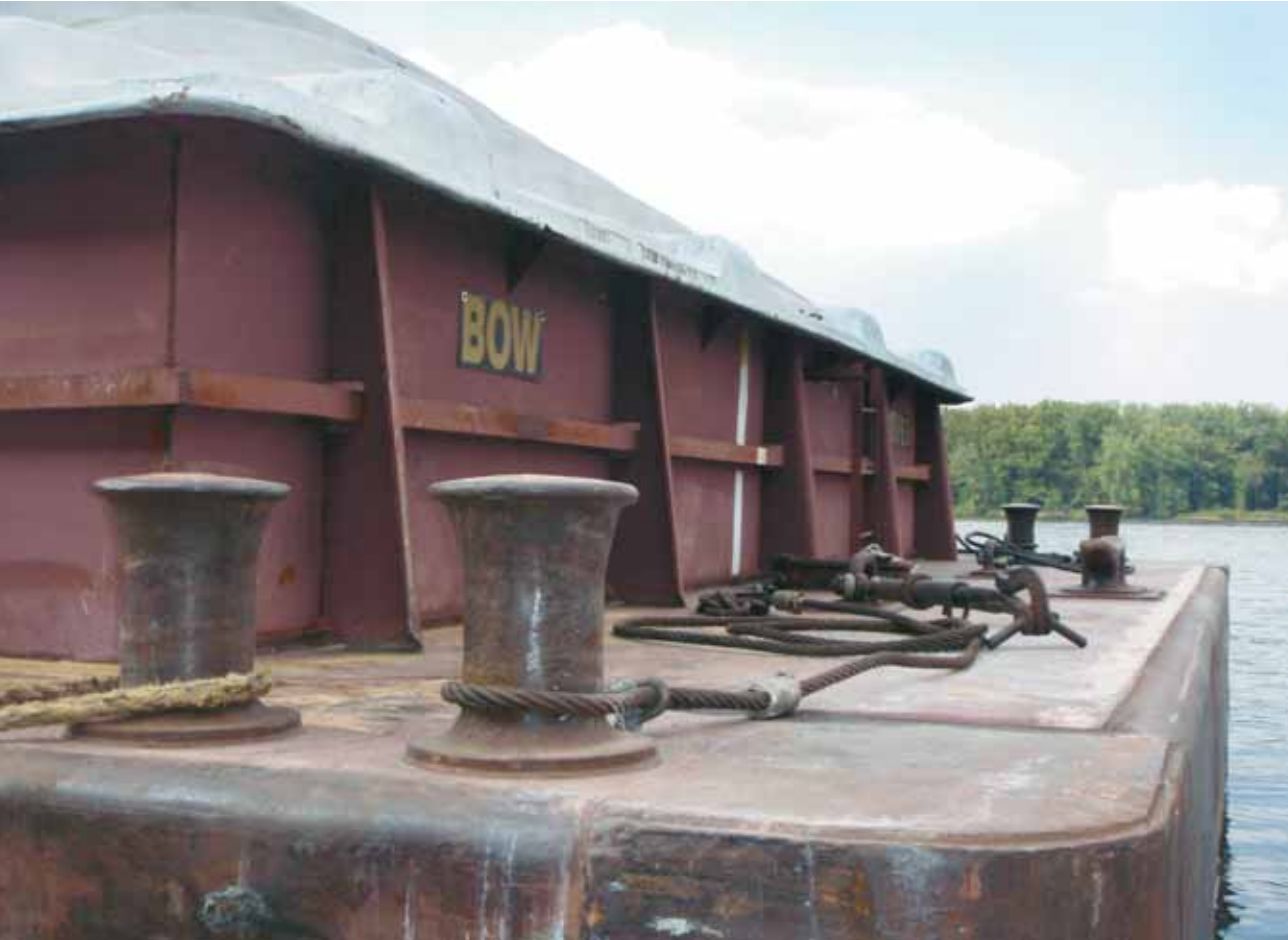
Because of the low cost of transport, barges are also used for low-value bulk items. Many are not self-propelled and need to be towed by tugboats or pushed by towboats. Self-propelled barges may be used when traveling downstream or upstream in calm waters. In faster currents they are operated as an unpowered barge with the assistance of a tugboat.

Barge crews include deckhands to perform the labor, and a lead-man or mate to supervise. The captain and pilot steer the towboat, which pushes one or more barges held together with rigging, collectively called 'the tow'. The crew lives aboard the towboat as it travels along the inland river system or the intercoastal waterways. These towboats travel between ports and are also called line-haul boats. Poles are used on barges to fend off other vessels, wharfs, or other potential obstructions.

Barges that were originally designed for carrying cargo along canals can no longer compete against today's larger vessels. Some of these smaller watercraft have been re-purposed as luxury Hotel Barges carrying vacation-goers along the same canals upon which they once carried grain or coal. From their noble beginning as the pioneering vessels of the American west, to their integral role in today's modern shipping and logistics industry, to their role as unlikely luxury-liners, barges have been and continue to be the king of American waterways.

A crew member repairs a line on the towboat Harriet M, which is pushing barges of industrial molasses downriver from St. Paul. The boat is owned by Cargill.





Does your agency have a complex logistical or shipping requirement?

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GSA MAS offer customers direct delivery of millions of state-of-the-art, high-quality commercial supplies and services at volume discount pricing. The Schedules & Other Supplies & Services page lists commercial supplies and services available under GSA Schedules and other GSA contracts. All customers, even those in remote locations, can order the latest technology and quality supplies and services, conveniently, and at most favored customer prices. GSA

Schedules also offer the potential benefits of shorter lead-times, lower administrative costs, and reduced inventories. When using GSA Schedules, ordering activities have the opportunity to meet small business goals, while promoting compliance with various environmental and socioeconomic laws and regulations.

GSA Multiple Award Schedule 874, Logistics Worldwide (LOGWORLD) enables federal agencies to procure comprehensive logistics solutions that enhance or replace existing operations. Industry experts can help your agency reinvent its supply chain, acquire logistics support for a product or system, modify its transportation network, supplement its deployment capabilities, provide complete facility operations and maintenance, and much more.

Agencies placing orders against Logistics Worldwide (LOGWORLD) are reminded there is no need to seek





further competition beyond receiving and evaluating a minimum of three Schedule contractor's responses. There is no need to synopses requirements or to create a separate determination of fair and reasonable pricing. You make a "best value" judgment for your agency from quotes received based on your own selection criteria (i.e., socioeconomic goals, past performance, teaming arrangements, and location). Your agency may, for small business concerns, establish a preference in their RFQ to help support attainment of socioeconomic goals. Agencies save time and money when they use GSA Multiple Award Schedules. By following GSA's simplified ordering procedures, you can leverage our worldwide buying power to achieve the best

possible value to meet your needs while staying in strict compliance with applicable laws and regulations. Our mission is to take the stress out of the acquisition process so you can focus on your mission.

For more information on the GSA Multiple Award Schedules Program, please visit our Web site at

www.gsa.gov.

Sources for "Slow and Steady Wins the Race":

Wikipedia

<http://en.wikipedia.org/wiki/Barge>



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7510-00-074-5124	2"x 60 yds.	Dark Green	RO
7510-00-266-5016	2"x 60 yds.	Olive	RO
7510-00-074-4969	2"x 60 yds.	Red	RO
7510-00-074-4952	2"x 60 yds.	White	RO
7510-00-074-4962	2 1/2"x 60 yds.	Black	RO
7510-00-074-5157	2 1/2"x 60 yds.	Dark Green	RO
7510-00-074-5100	2 1/2"x 60 yds.	Olive	RO
7510-00-074-4978	2 1/2"x 60 yds.	Red	RO
7510-00-074-4963	3"x 60 yds.	Black	RO
7510-00-074-5160	3"x 60 yds.	Dark Green	RO
7510-00-890-9874	3"x 60 yds.	Olive	RO
7510-00-074-4996	3"x 60 yds.	Red	RO
7510-00-074-4954	3"x 60 yds.	White	RO
7510-00-074-4964	4"x 60 yds.	Black	RO
7510-00-074-5174	4"x 60 yds.	Dark Green	RO
7510-00-890-9875	4"x 60 yds.	Olive	RO
7510-00-074-5029	4"x 60 yds.	Red	RO
7510-00-074-5178	6"x 60 yds.	Dark Green	RO

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Serving the Military

A Brief History of Food Development for the U.S. Military

In 1775, the Second Continental Congress passed the first legislation to provide the U.S. Army with an individual ration that gave special consideration to the soldiers' nutritional health. The legislation included a diet of: one pound of beef; three-fourths pound of pork or one pound of salted fish per week; three pints of beans or peas per week; one half-pint of rice or a pint of Indian meal per week; one pound of flour per day or hard bread once a week; and one quart of spruce beer or cider per day; and one pint of milk per day.



*D*uring the nation's early years, technology brought many advances to the military; unfortunately, improvements in rations were not among them. During the Civil War, rations for the Union troops were ample, but the food was neither nutritious nor tasty. And, as soldiers were unfortunate enough to discover, a diet of salted meat, no vegetables, and hardtack (a salt-free hard bread) can quickly lead to night blindness and even scurvy. Fresh meat was only available as "beef on the hoof," which meant cattle traveled with soldiers and were slaughtered for food. Canned foods – an economical and reliable source of nutrition – were first used during the Civil War. Condensed milk (which was invented by Gail Borden in 1856) and Van Camp's pork and beans were occasionally available to Union troops.

In 1896, one of the first steps in standardizing ration delivery occurred when a manual for Army cooks was published by the Commissary General of the U.S. Subsistence Department. However, new and unexpected challenges presented themselves with the start of the Spanish-American War in 1898. Historically speaking, the Spanish-American War was America's first overseas military operation. Food transportation and preservation problems were overwhelming, and the Army and Navy had no organizational mechanisms for cooperation. By the end of the war, the United States had achieved a clearer understanding of nutrition, which helped pave the way to a more balanced system of rations. Improved cooking utensils and mess gear were developed, and camp fires were soon replaced by field ranges. In 1902, the Army established its first proper school for military cooks.





and “wheatless Wednesdays”. And one motto he supported was, “when in doubt, eat potatoes”. This process was dubbed “Hooverizing” by government publicists (even though Hoover continually ordered that publicity should not mention him by name).

During WWI, all troops not deployed to the field were issued a Garrison Ration that included dehydrated vegetables and canned beef. As trench

The World War I era saw much growth in the area of ration. During WWI, the United States was tasked with feeding five distinct groups: American troops stationed in the United States; the U. S. civilian home front; American troops abroad; European Allied troops; and European civilians. More than a decade before he would be elected president, Herbert Hoover was named food commissioner in 1917, as the United States entered WWI.

Hoover was granted sweeping power to set prices and to take measures against hoarding and profiteering. As a result, in 1918 the Subsistence Department of the Office of the Quartermaster General was established. Also, the Food Purchase Board was created to coordinate purchases of food for the Army, Navy, and the allies. Some food was shipped from the United States to Europe, and some was purchased in Europe. The Quartermaster Corps even set up its own factories in Europe to make macaroni, bread, and candy.

Hoover believed that “food will win the war” – so much, in fact, that he designated certain days of the week for people to avoid eating particular foods, in order to save them for soldiers’ rations; these days included “meatless Mondays”

warfare began, hot food and drinking water were delivered to the troops in milk cans carried on a pole by two soldiers. This is the first time that hot meals were served on the front lines. The most popular items among the troops were the tobacco and the half pound of candy issued them every 10 days. In all, World War I saw an appreciable upgrading of the standard overseas ration. The “doughboy” diet now included a greater variety of food and a wider use of fresh foods, even in the field.

By the time World War II began in 1939, a sophisticated and far-reaching supply chain of food, transportation, and distribution had been established. However, the requirements of American forces quickly exceeded the system’s capabilities. The vast scope of the war and the diversity and sheer number of overseas operations presented enormous challenges – and, of course, food-supply logistics were not allowed to dictate military strategies. Subsequently, ration designers developed lighter-weight, nutritionally balanced rations for 100-man units, survival rations, and unique Air Corps and Navy rations. In fact, with all the advances in food technology and assistance from industry and academia, more than 23 different rations and supplements were created.



While soldiers stationed in the United States were issued the maximum possible amount of fresh meat, fruit, and vegetables, units stationed overseas were largely reliant on dehydrated fruits, canned food, and powdered eggs. The military attempted not only to feed all the troops, but to feed them well. In general, food was worse the closer one was to the front lines; however, tremendous efforts were made to get appropriate food to combat areas on certain holidays, such as Thanksgiving Day and Christmas Day.

By the end of WWII, the United States recognized the need for a world-class military food program. As a result, in 1946, the Subsistence Department research and development laboratory evolved into the Quartermaster Food and Container Institute for the Armed Forces, which was located in Chicago.

In August 1963, the Quartermaster Food and Container Institute moved from Chicago to Natick and was newly dubbed the U.S. Army Natick Laboratories. It focused on recipe-developing facilities and functions were relocated to Natick, Massachusetts, which is

where the recipe-development research continues to this very day. The installation eventually became known as the Natick Soldier Research, Development and Engineering Center (NSRDEC). Today, all military chow lines lead to NSRDEC – whose mission is to research, develop, and field food for the entire Department of Defense.

As part of NSRDEC's food mission, its food technicians develop and test all recipes that eventually appear in military dining facilities – whether it is in the field,

in garrison, on a submarine, or circling the planet in a space shuttle. Today, NSRDEC is responsible for creating and maintaining an impressive collection of more than 1,500 standardized recipes, which are used by all military branches in dining facilities and hospitals across the globe.

Sources for "Serving the Military":

www.natick.army.mil/soldier/about/food/index.htm



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Serving Green

How GSA Can Help Your Organization Serve Green

From walk-in coolers and ice machines to microwaves and steamers, from fine dinnerware to disposable tableware, whether outfitting a small kitchen or a large dining facility, General Services Administration (GSA) is continually evolving to keep pace with its customers' foodservice equipment needs, particularly when it comes to the environment.







With the signing of Executive Order 13423, it is the policy of the U.S. that federal agencies conduct their environmental, transportation, and energy-related activities under the law in support of their respective missions in an environmentally, economically, and fiscally sound, integrated, continuously improving, efficient, and sustainable manner. In addition, Federal Acquisition Regulation (FAR) Case 2006-008 implemented Section 104 of the Energy Policy Act of 2005 (EPACT) in November 2007. Section 104 of the EPACT requires federal agencies to procure only Energy Star or Federal Energy Management Program (FEMP) designated products, unless an Energy Star or FEMP product is not cost-effective over the life of the product, taking energy cost savings into account, or no Energy Star or FEMP product is reasonably available that meets the functional requirements of the agency.

As a result, GSA has added compostable items to some of its contracts, including biobased, compostable tableware and cutlery. The compostable items are particularly environmentally friendly in that they disintegrate rapidly and biodegrade quickly when placed in a composting

facility. Also, many of the energy-consuming foodservice equipment items that GSA offers are in compliance with the Energy Star standards or designated by the Department of Energy (DOE) FEMP as energy efficient.

“We are now offering items that are ‘green’ so that the agencies can comply with section 104 of Executive Order 13423,” said GSA Branch Chief Donna Peck. “We have really made a push to advertise those ‘green’ items on *GSA Advantage!*®, which is our online shopping catalog. There are icons that contractors, when they load their information in the system, can click on that let the customers know whether it’s biodegradable, whether it’s compostable; there are several different categories of ‘green’ items.”

Though the compostable items were only first introduced in early 2008, helping customers meet “green” requirements is something the administration has been working on since immediately following the signing of the executive order in January of 2007.



Fort Carson, Colorado

Fort Carson, Colorado is making the “green” conversion through the use of GSA’s MAS 73. GSA worked with personnel at the Army Fort Carson, Colorado Department of Logistics and Dining Facility to identify 40 of their top ‘hospitality and food service’ items that could be replaced with ‘green’ items from the GSA Multiple Award Schedule.

In order to fulfill their sustainable procurement goals, Fort Carson’s NIB base supply store, Envision Xpress, is working with the director of contracting to formulate blanket

purchase agreements (BPAs) for all 16 of Envision Xpress’s base supply stores for the same items.

Envision Xpress personnel are currently expanding their building operation on the bases to stock these ‘green’ items, as they see this as an opportunity to work together with the Army and GSA, and make a business case for saving the environment by buying ‘green,’ using GSA’s eTools (GSA Advantage!® and GSA eBuy) to obtain further discounted schedule pricing.

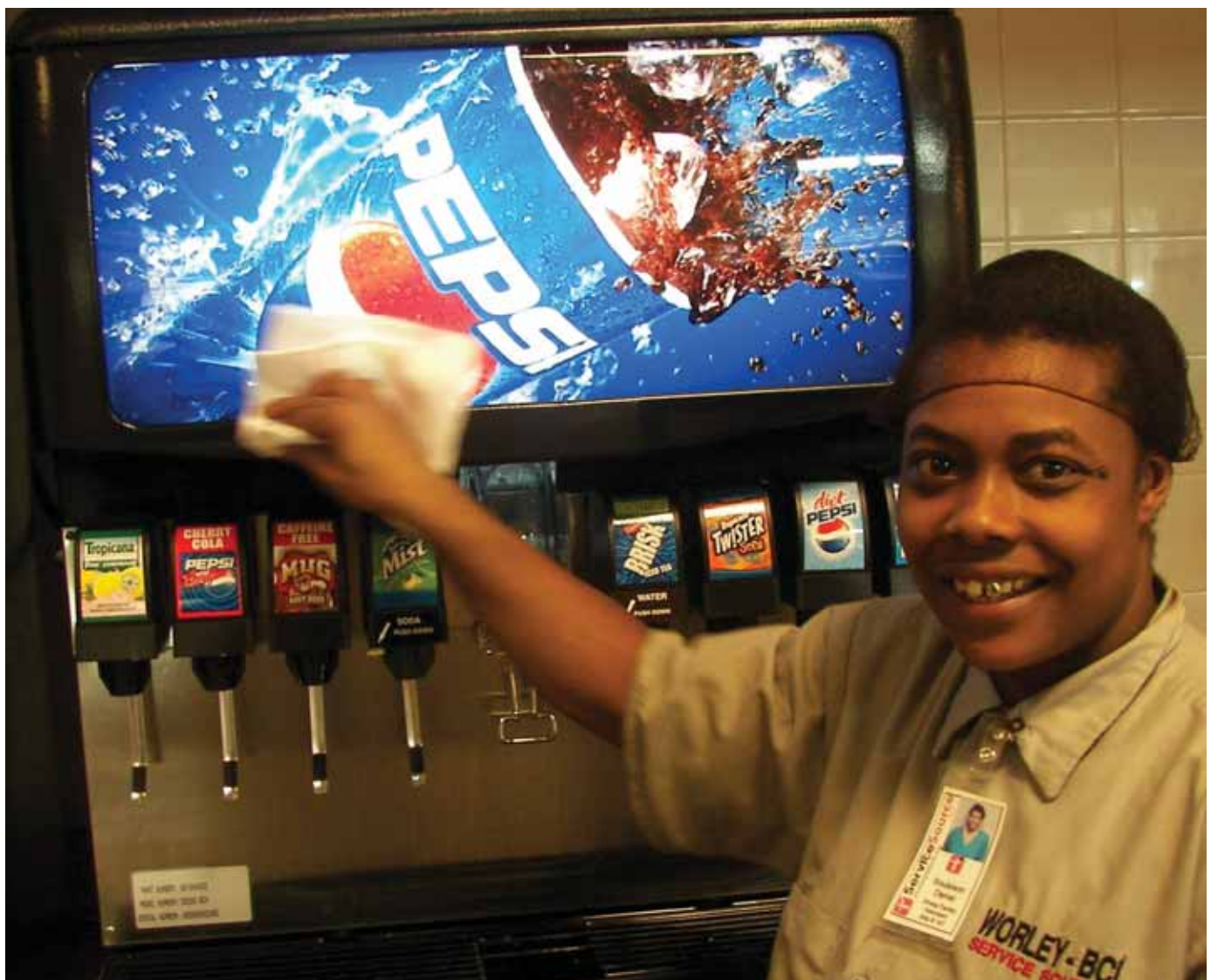
The MAS Program

GSA boasts approximately 135 food service equipment vendors who hold one of its Schedule 73 for Food Service, Hospitality, Cleaning Equipment and Supplies, Chemicals, and Services, Multiple Award Schedule (MAS) Program contracts. These vendors offer all the major brands of cooking, sanitation and warewashing, food measuring and testing, refrigeration, concession, serving and merchandising, food-and-beverage dispensing, and food-preparation equipment, as well as cold- and hot-food counters, smallwares, tableware, service items, food service support and kiosk food centers.

“In a nutshell, what we do is set up contracts for commercial items,” Ms. Peck explained.

“For example, let’s say dinnerware: we contract with Homerlaughland and all different manufacturers of dinnerware, and then when a federal agency needs to purchase dinnerware, they can come in, look at our contracts, make a best-value determination and simply place a purchase order with that contractor, rather than going through a full-blown acquisition that takes anywhere from nine months to a year. So it’s a much simpler process for the federal agencies to buy their goods and services.”

MAS contracts have a duration of five years with three five-year options, for a possible 20-year contract. Contracts have been negotiated by a GSA contracting officer to provide the best contract terms and conditions and the best price for orders up to the maximum order threshold of \$300,000. An





order over the maximum order threshold can be accepted, but it is at that point that ordering agencies can and generally do receive a lower price. In fact, agencies placing orders against MAS contracts that exceed the maximum order threshold are required by the FAR to seek a price reduction.

The MAS program greatly reduces acquisition time. Federal customers can place an order against a MAS contract in days, instead of weeks or months. For recurring needs, BPAs can be established against a GSA MAS contract. Once a BPA has been established, the savings in time and money becomes even greater.

Additionally, GSA leverages the buying power of the federal government to acquire best value pricing and delivery for its customers. MAS contract prices have been determined fair and reasonable, and have been negotiated, with the aim to be equal to or less than the lowest price offered to commercial customers.

The administration strives to keep current as new technology becomes available such as the biobased compostable tableware.

“MAS contractors continually modify their contracts to include all the latest equipment updates and the newest state-of-the-art technology. We are committed to providing environmentally friendly and energy-efficient products to help our customers meet their environmental goals,” said Ms. Peck.

The MAS program currently provides millions of commercial products and services to federal customers worldwide. In addition to all federal agencies and activities, government contractors who are authorized by a federal agency may use GSA MAS contracts, and in times of a presidentially declared disaster, MAS contracts are open for use by state and local governments.

The Online Advantage

GSA's online one-stop shopping and ordering service, *GSA Advantage!*[®], provides online access to millions of products and services. The delivery time varies with each vendor, but generally is within a few days. MAS contractors are required to accept the governmentwide commercial purchase card for orders under \$2,500, and are encouraged to accept the card for orders over that amount. By using *GSA Advantage!*[®], customers can shop for the best product at the best value and price to satisfy their needs and place the order directly online. Once an order has been placed, customers can view the order history to track its status.

Another tool, GSA's eBuy, is an electronic request for qualifications (RFQ)/request for proposal (RFP) system that allows customers to find SOWs and obtain quotes or proposals for large-quantity purchases.



Special icons on *GSA Advantage!*[®] make it easy for customers to identify “green” items, and their specific advantages.

GSA is committed to the environment and has placed many products and services on MAS contracts to assist federal customers in making environmentally oriented purchases. By adopting an environmental policy committed to providing products and services that are environmentally friendly, we have helped our federal customer agencies comply with federal environmental regulations. Customers can feel they have made yet another environmentally friendly decision when they order online.

GSA, Schedule 73, Food Service, Hospitality, Cleaning Equipment and Supplies, Chemicals and Services has many products to help your agency Go Green.

Multiple Award Schedule (MAS) contractors with the following supplies and equipment can be found at

www.gsaelibrary.gsa.gov or www.gsaadvantage.gov.

Energy Star/Energy Efficient Products:

Cooking Equipment; Sanitation and Warewashing Equipment; Food Preparation Equipment; Refrigeration Equipment; Concession Equipment; Food Serving and Merchandising Equipment; Food Service Carts and Holding and Transport Equipment

Biobased Products:

Compostable tableware (to include cutlery, plates, bowls, cups, food containers of various sizes, bags (freezer, sandwich, bread) wraps, cleaning solvents, and degreasers

Green Cleaning Products:

For the Kitchen: Griddle, Oven and Grill Cleaners, Presoak for Flatware, Sanitizer, Dishwashing Detergent

For Restrooms: Bathroom cleaner, Glass Cleaners, Odor Eliminator, Odor Control Bags

General Purpose: All purpose cleaners, Floor Cleaners, Strippers, Waxes, Restorers/Maintainers, Asphalt Degreasers, Descalers, Delimers, Cleaning Solvents, Safety Solvents

Green Hospitality Supplies:

Toiletries such as hand sanitizers, lotions, soaps, shampoos, conditioners; Indoor and Outdoor Waste Receptacles; ice melt

For more information, contact:

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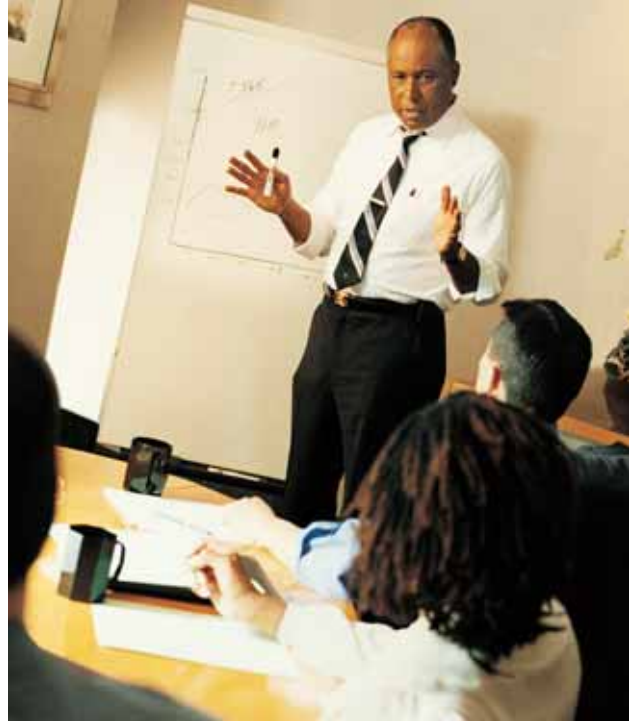
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Training and Seminars

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Seminars are free; however, lodging and transportation, if required, are the attending agency's responsibility. For seminar details and online registration, go to our Web site at www.gsa.gov/events, or contact your local representative at one of the numbers listed below and on the following page.

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Worldwide Travel and Transportation Training

FY 2010



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GROUP SPECIALS AND CUSTOM COURSES

Take advantage of all the specialized training available to you from the GSA Professional Development and Training Section. In addition to attending our scheduled courses detailed inside, you also have the option of arranging to have us hold any class listed in this catalog for your group — at the site of your choice! Students may come from your own organization, or you may consolidate with other federal, state, or local government agencies to fill a class. We'll also customize any course for your organization or develop a new course to meet your special needs.

To discuss “Group Specials” and customized courses, special services and rates, please call the GSA Professional Development and Training Section at (703) 605-0555, or email travel.training@gsa.gov.



HOW TO REGISTER

Fill out a completed registration form (available on our Web site at www.gsa.gov/traveltraining) and send via:

Fax – (703) 605-2188

Email – travel.training@gsa.gov

Mail –

Attn: Registrar

GSA, Professional Development and Training Section
2200 Crystal Drive, Suite 300
Arlington, VA 22202

For a complete course listing, please visit www.gsa.gov/traveltraining. For any additional questions, contact us at (703) 605-0555, or send an email to travel.training@gsa.gov.

Special Needs

Employees with special needs, who are attending training, please call the GSA Professional Development and Training Section at (703) 605-0555, or email travel.training@gsa.gov to discuss special arrangements.

Adverse Weather and Government Closure

The GSA Professional Development and Training Section reserves the right to cancel any training session that may be affected by adverse weather, federal emergency or government related closure. Training will be cancelled and rescheduled at a later date. GSA will not be responsible for any additional travel expenses incurred by the student or his/her agency due to adverse weather, federal emergency or government related closure.

Dress Code

When attending GSA Training, the dress code is business casual for both civilian and uniform attendees.

Order Your Worldwide Travel and Transportation Training Catalog at www.gsa.gov/cmls

LECTURE COURSES

1700 – Travel Basics

One Day Course (\$329)

This is a “must take” course if you are new to travel or need a quick refresher on the basic application of travel regulations, programs and procedures. All travelers should take this course to “know before they go” in order to ease the stress of official travel and avoid costly mistakes. The course “Travel Guide” serves as the course textbook as well as a handy travel reference guide! Students will learn how to plan a complete itinerary, select appropriate vendors, finalize arrangements, and complete travel documents. This course is ideal for newly hired government employees, interns, infrequent travelers, and authorizing/supervising/policy officials.

1745 – Relocation Allowances: Federal Travel Regulations (FTR) (\$980)

This class explains, in plain language, the allowances provided to eligible civilian employees making a permanent change of duty station. Course content: travel authorizations, advances and vouchers; service agreements; househunting and en route travel; temporary quarters; shipment of household goods/automobiles; property management; real estate expenses; miscellaneous expenses; and last move home. Fast-changing updates and streamlining of federal travel allowances make annual (or even twice yearly) training strongly advised.

1750 – Relocation Income Tax Allowances (RITA) (\$895)

This course looks at the treatment of reimbursed moving expenses by federal tax regulations. Students learn to distinguish between federal tax regulations and the FTR in reaching correct decisions concerning the Relocation Income Tax (RIT) allowances and its impact on personnel assigned to new duty stations.

Frequent changes in tax laws and regulations make annual training advisable for those who must know how to identify and calculate allowable moving expenses and taxable income. Instructional methods include lectures and discussions. Students should bring hand calculators to class.



1755 – Shipping Household Goods and Transportation Management Services Solution (TMSS) Two-Day Course (\$895)

This course examines regulations on household goods and transportation. Students review entitlement and transportation regulations, practice preparing and making shipments, and work with loss and damage claims.

Now included in Shipping Household Goods, information on Transportation Management Service Solution (TMSS) which is the first comprehensive online freight and household goods transportation management system designed exclusively for federal civilian agencies. Demonstration of this dynamic new system will enable GSA customers to effectively and efficiently manage the entire transportation process and execute the following tasks online: Rate and route shipments, book shipments, generate bills of lading, track and trace shipments, view proof of delivery, perform repayment audits, pay for transportation services, resolve service and billing disputes, file/settle loss and damage claims, generate transportation reports, perform data analysis and facilitate post payment audits.

1760 – Temporary Duty Travel Federal Travel Regulation (FTR) (\$875)

This lecture course teaches students how to compute temporary-duty travel allowances and responsibilities concerning: travel authorizations; allowable transportation; Fly America Act; contract city-pair fares; per diem allowances; actual expense; eTravel Service (eTS); government travel charge card; receipt requirements; emergency travel; conference per diem allowance; miscellaneous expenses; and submission of vouchers. Fast-changing updates and streamlining of federal travel allowances make annual (or even twice yearly) training strongly advised.

LECTURE COURSES

1780 – Conference Planning Six-Hour Session (\$550)

This course teaches students the new travel regulations on conference planning, allowing agencies to increase per diem and pay for light refreshments. Discussion includes: where to hold meetings and conferences nationwide; obtaining proposals; estimating budget costs; what's included in room rate; using approved hotel accommodations; agency requirements for conferences; and the best times to hold conferences.

2060 – Advanced Temporary Duty Travel – Federal Travel Regulation One-Day Course (\$620)

This advanced course provides in-depth discussion of the statute pertaining to travel authorizations and per diem allowances for domestic and foreign travel.

Discussion includes long-term Temporary Duty (TDY) assignments, mandatory use of the contract city-pair fares, and arranging travel services in accordance with FTR amendment 2003-7, eTravel Services, effective January 21, 2004. Additional topics include the mandatory use of the charge card, when conference per diem is allowed, miscellaneous expenses, receipt requirements, and voucher submission. Fast-changing updates and streamlining of federal travel allowances make annual (or even twice yearly) training strongly advised.



3000 – Temporary Duty Travel – Federal Travel Regulation (FTR)

For more details on registration, cost and payment information, please contact the GSA Professional Development and Training Section at (703) 605-0555 or visit our Web site at

www.gsa.gov/traveltraining.

LECTURE COURSES ON-SITE SPECIAL

1761 – Approving Official Responsibilities: Federal Travel Regulation (On-Site Arrangements Only)

The travel authorizing/approving official or his/her designee (e.g., supervisor of the traveler) must review and sign travel claims to confirm the authorized travel. The reviewing official must have full knowledge of the employee's activities. He/she must ensure that: the claim is properly prepared in accordance with the pertinent regulations and agency procedures; a copy of authorization for travel is provided; the types of expenses claimed are authorized and allowable expenses; the amounts claimed are accurate; and the required receipts, statements, and justifications are attached with the voucher. Course content: travel authorizations; allowable transportation; contract city-pair fares; per diem allowances; actual expense; eTravel Service (eTS); government travel charge card; receipt requirements; miscellaneous expenses; submission of vouchers; and approving official's responsibilities.

For more information, please call the Travel Training Branch at (703) 605-0555, or email us at travel.training@gsa.gov.



DEPARTMENT OF DEFENSE OFFERINGS

1765 – Temporary Duty Travel: Joint Federal Travel Regulations, Volume 1; (Uniformed Services \$875)

This course teaches students to understand temporary-duty travel allowances and responsibilities for uniform members for the Department of Defense. Topics covered are: travel orders; contract travel office (CTO); allowable transportation; fly America act; contract city-pair fares; per diem allowances; meal allowances; actual expense; government travel charge card; receipt requirements; emergency travel; conference per diem allowance; miscellaneous expenses; and submission of vouchers. Fast-changing updates and streamlining of travel allowances make annual (or even twice yearly) training strongly advised.

1770 – Temporary Duty Travel: Joint Travel Regulations (JTR), Volume 2 (\$875)

This course teaches students how to understand temporary-duty travel allowances and responsibilities in accordance with the Joint Travel Regulations, Volume 2 for civilian employees with the Department of Defense. Topics covered include: travel orders; contract travel office (CTO); allowable transportation; fly America act; contract city-pair fares; per diem allowances; meal allowances; actual expense; government travel charge card; receipt requirements; emergency travel; conference per diem allowance; miscellaneous expenses; and submission of vouchers. Fast-changing updates and streamlining of travel regulations make annual (or even twice yearly) training strongly advised.

1775 – Relocation Allowances: Joint Travel Regulations, Volume 2; Three-Day Course (\$980)

This course explains allowances provided to eligible Department of Defense civilian employees making a permanent change of duty station. Course content: travel orders, advances and vouchers, service agreements, house hunting and en route travel, temporary quarters, shipment of household goods/automobiles, property management, real estate expenses, miscellaneous expenses, and last move to home entitlement. Fast changing updates and streamlining of federal travel allowances make annual (or even twice yearly) training strongly advisable.



2070 – Advanced Temporary Duty Travel: Joint Travel Regulations (JTR), Volume 2; One-Day Course (\$620)

This course provides in-depth discussion of the statute pertaining to travel orders, per diem allowances for domestic and foreign travel, transportation allowances, mandatory use of the contract airline city-pair fares, Defense Travel Service (DTS, Fly America Act, and the Civilian Board of Contract Appeals Travel Cases). Additional topics include the mandatory use of the charge card, miscellaneous expenses, receipt requirements, and voucher submission. Fast changing updates and streamlining of federal travel allowances make annual or even twice yearly training strongly advisable.

DEPARTMENT OF DEFENSE ON-SITE SPECIAL

1771 – Approving Official Responsibilities: Joint Federal Regulations, Volume 2 (On-Site Arrangements Only)

The travel authorizing/approving official or his or her designee (e.g., supervisor of the traveler) must review and sign travel claims to confirm the authorized travel. The reviewing official must have full knowledge of the employee's activities. He or she must ensure that: the claim is properly prepared in accordance with the pertinent regulations and agency procedures; a copy of authorization for travel is provided; the types of expenses claimed are authorized and allowable expenses; the amounts claimed are accurate; and the required receipts, statements, and justifications are attached with the voucher. Course content: travel orders; transportation allowances; contract city-pair fares; premium class travel; per diem allowances; contract travel office (CTO); actual expense; miscellaneous expenses; receipt requirements; submission of vouchers; and approving officials responsibilities.



“NEW” ON-SITE SPECIAL

1705 – Advanced Travel Basics Four Hour Session

Prerequisite: Student must have successfully completed Course 1700 Travel Basics
This course consists of the basic rules, regulations, policies, and procedures for the approval, authorization, entitlement, arrangement, performance, and vouchering of official travel provided in the Travel Basics course, as well as a more in-depth review of necessary travel actions, requirements and procedures required before, during, and after official travel is completed.

Intended for: New hires, interns, first time supervisors, new approving officials, new travel prepares or voucher examiners

1730 – Temporary Duty Travel: Federal Aviation Administration Travel Policy (FAA TP) Two Days

This course teaches students how to understand and compute temporary duty travel allowances and responsibilities in accordance with the Federal Aviation Administration Travel Policy (FAA TP).

Intended for FAA personnel only: FAA travel specialists, support staff, frequent travelers, authorizing/supervising/policy officials, new hires and interns.

This course is offered as an on-site special only. For more information, please call the GSA Professional Development and Training Section at (703) 605-0555, or email us at travel.training@gsa.gov.



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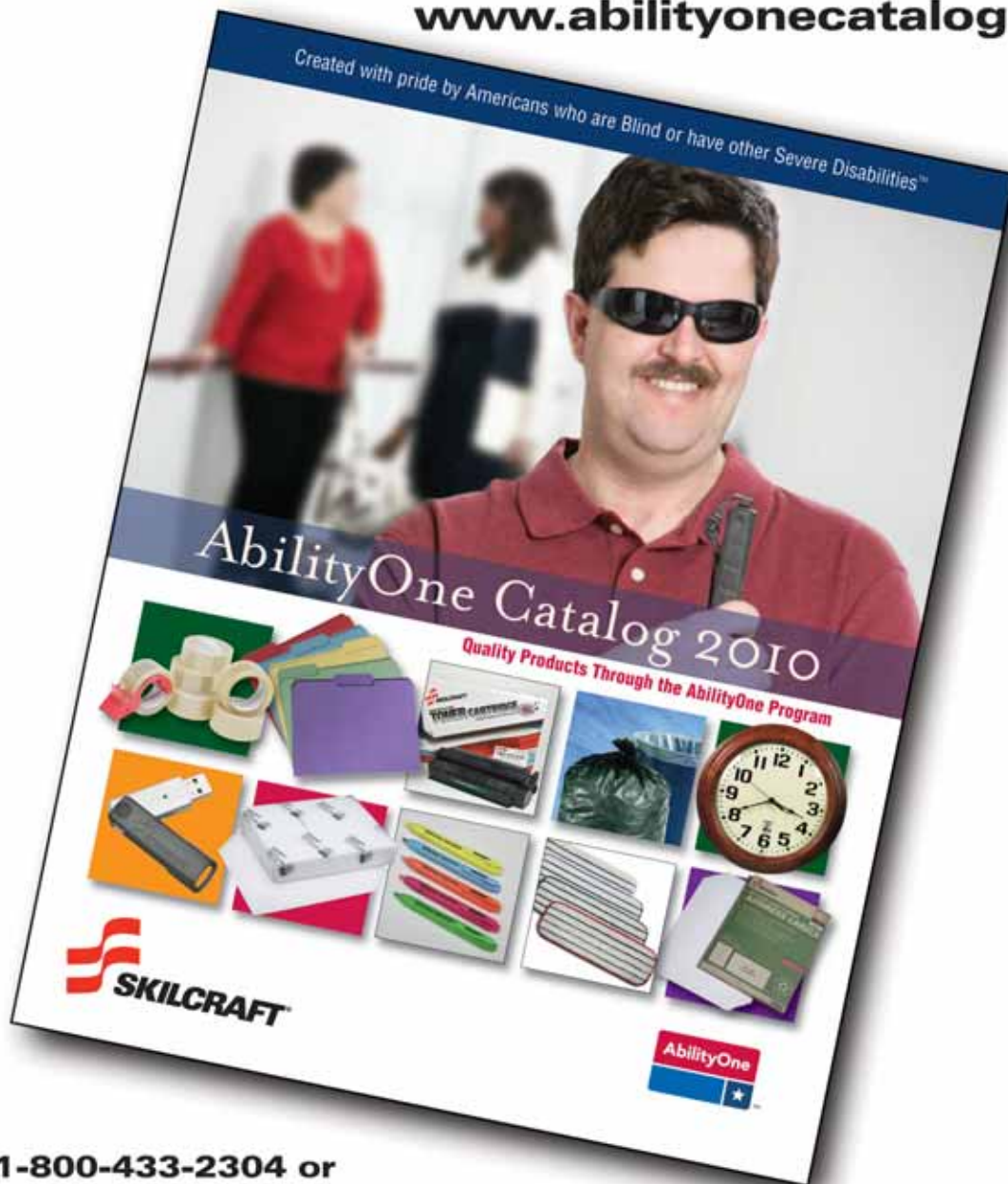
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SKILCRAFT and other AbilityOne Program products are created by people who are blind or have other severe disabilities employed at agencies associated with National Industries for the Blind (NIB) and NISH.



FEDFLEET²⁰¹⁰

ON THE HORIZON

10th National Motor Vehicle and Aviation Workshops and Exposition

The Federal Fleet Policy Council, GSA's Office of Governmentwide Policy, the Interagency Committee for Aviation Policy, and GSA Fleet are proud to host FedFleet 2010, the 10th National Motor Vehicle and Aviation Workshops and Exposition. This prestigious conference will be held July 13 – 15 at the Phoenix Convention Center located in downtown Phoenix, Arizona. FedFleet 2010 will include the GSA Automotive Federal Vehicle Standards breakout sessions and vendor presentations. The agenda includes extensive Aviation Workshop sessions and an all-day Basic Fleet Management class. In addition, FedFleet 2010 will be the first year to include workshops on Marine Vessels. This comprehensive collection of fleet management, automotive procurement, marine vessels and aircraft related educational sessions truly makes FedFleet 2010 a one-stop experience for Fleet and Aviation Management professionals. We are confident that you'll find FedFleet 2010 a quality event and an excellent value for the nominal training and travel dollars involved. For questions or more information contact us at 1-800-315-4333 or help@fedfleet.org

July 13 – 15, 2010

Phoenix Convention Center

**Hyatt Regency Downtown
and Wyndham Phoenix**

Phoenix, AZ

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For any questions or information contact us at 1-800-315-4333 or help@fedfleet.org

Fleet Workshops

- Personal Liability
- Federal Motor Vehicle Regulations and Policies
- OMB Energy Scorecard: Go Get Green!
- Help! I'm a FAST User – What Do I Do?
- OMB's Perspective on Planning and Budgeting
- Distracted Driving and Fleet Safety
- DoD Fleet Card Management
- Fleet Management Information Systems
- DOE Fleet Master Guidance
- Finding the Right Vehicles for the Right Job
- Energy Initiatives: Heavy and Medium Duty Vehicles
- Electric Vehicles 101
- DOE Industry Workshops with Alternative Fuel Providers
- Managing your Law Enforcement Fleet
- GSA Fleet Workshops to help you manage your leased fleet
- Procuring Vehicles through GSA Automotive
- Federal Vehicle Standards

Aviation Workshops

Topics for the 2010 Aviation Training will emphasize:

- Safety Management Systems
- Human Factors
- Accident Investigation
- Aviation Law
- Risk Management
- Capitol Asset Planning

Attendees will have an opportunity to review methods to implement safety management systems into existing aviation safety programs; explore the role of human factors in aviation mishaps; discuss techniques and procedures involved in basic accident investigation; gain a working knowledge of the legal process pertaining to aviation accidents; identify hazards and risk management techniques essential for controlling risk; and review and comment on the capitol asset planning tool that is required under OMB Circular A-11, Exhibit 300. FedFleet 2010 will again offer at least twenty-four (24) hours of continuing Aviation Safety Officer (ASO) training.

Marine Vessel Workshops

- Procuring Boats and Other Marine Equipment Through GSA Schedules
- Tips For Disposing Of Boats

FedFleet also includes great general session speakers, personal development workshops, and two manufacturers panels.

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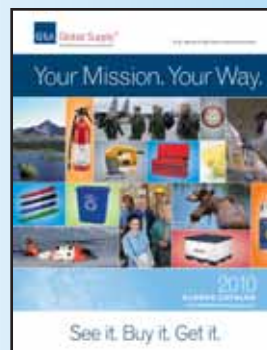
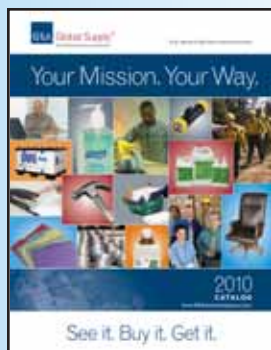
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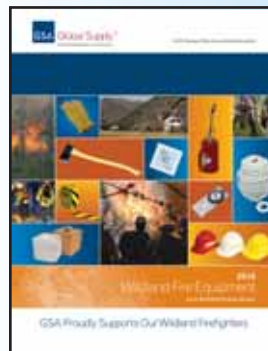
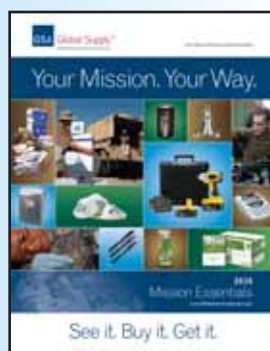
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 30% Postconsumer Material

NSN 7530-01-412-5168

Color White

Size Metric A4 210 x 297mm (8.3 x 11.7")

Price \$47.54 BX(contains 5000 SH)



Shipping/Storage System ▼

Kit contains black plastic top, base and corrugated fiberboard sleeve. Pallet is 4-way entry, nestable, fire retardant, reusable, with a 3,000 lb. capacity. Made of thermoformed high density polyethelene, assembled pallet weighs 22-lbs. and features no-drop panel. Also includes eight locking clips to attach top to sleeve and sleeve to base.



Actual sleeve height is 24".

NSN 8115-01-556-2579

Color Black/White

Size 40 x 48 x 30.5"

Price \$123.27 KT

Actual sleeve height is 30".

NSN 8115-01-556-2580

Color Black/White

Size 40 x 48 x 36.5"

Price \$124.47 KT



Actual sleeve height is 45".

NSN 8115-01-556-2581

Color Black/White

Size 40 x 48 x 51.5"

Price \$130.55 KT



◀ Uni-Pak Pallet Sleeve

Complete state-of-the-art storage/shipping system is constructed of heavy-duty AAA-fluted configuration fiberboard sleeve, a plastic top, and a plastic bottom pallet (with four-way entrance capability). The sleeve can be locked with bottom pallet and top to create a rigid and secure system, eliminating strapping and stretch wrapping. The rugged and impact-resistant bottom pallet and top are formed from two sheets of high-density polyethylene. Palletized loads (up to 10,000 lbs.) can be stored up to four high. The 40 x 48" bottom pallet and top have nesting capabilities to save space and stack securely. Reusable system is designed for years of service. Sleeves are collapsible and designed to occupy nearly 30% less space than traditional systems. **DD**

Designed for use with Uni-Pak top NSN 8115-01-444-0211 and pallet bottom NSN 8115-01-444-0206. Drop panel included to provide easy access to each container even when stacked.

NSN 8115-01-444-0212

Brand Uni-Pak

P/N UP404845SS104

Color White

Size 40"W x 48"L x 45"D

Price \$31.33 EA

Designed for use with Uni-Pak top NSN 8115-01-444-0211 and pallet bottom NSN 8115-01-444-0206. Does not include drop panel.

NSN 8115-01-444-0197

Brand Uni-Pak

P/N UP404830SS034

Color White

Size 40"W x 48"L x 30"D

Price \$23.08 EA

NSN 8115-01-444-0198

Brand Uni-Pak

P/N UP404845SS134

Color White

Size 40"W x 48"L x 45"D

Price \$31.33 EA

Uni-Pak Pallet Top ▼

Designed to be used with the Uni-Pak sleeves NSNs 8115-01-444-0198, 8115-01-444-0197 or 8115-01-444-0212. For bottom pallet, purchase NSN 8115-01-444-0206.

NSN 8115-01-444-0211

Brand Uni-Pak

P/N UP404820SS001

Color Black Plastic

Size 40" x 48"

Price \$37.43 EA



Uni-Pak Pallet Bottom (Base) ▼

Designed to be used with the Uni-Pak sleeves NSNs 8115-01-444-0198, 8115-01-444-0197 or 8115-01-444-0212. Top should be ordered using NSN 8115-01-444-0211.

NSN 8115-01-444-0206

Brand Uni-Pak

P/N UP404830SS02

Color Black Plastic

Size 40"W x 48"L

Price \$54.75 EA



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guarantees compliance with federal procurement regulations.

Plastic Pallet ►

Plastic pallet features four-way entry and is nestable, fire-retardant, and reusable. Twin-sheet thermoforming method to provide for lighter weight. Made of thermoformed high-density polyethylene. Pallets are designed for general use with a fork lift.

Capacity: 2,500 lbs. dynamic load. **Overall weight:** 19 lbs.

NSN 8115-01-535-0149

Color Black

Size 48"L x 40"W x 6.5"H

Price \$53.70 EA



Plastic Pallet (Winged) ►

Plastic pallet features four-way entry and is nestable, fire-retardant and reusable. Twin-sheet thermoforming method to provide for lighter weight. Made of thermoformed high-density polyethylene. Pallets are designed for general use with a fork lift.

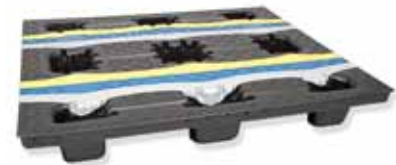
Pallets are designed to be uniformly loaded and lifted by their end wings for rapid loading/unloading to and from docks, for various deployment aboard ships, and/or utilized in the conventional way by fork lift. Capacity 3,000 lbs. dynamic load. Wings extend 4" on each end.

NSN 8115-01-535-0147

Color Matte Black

Size 48"L x 40" W x 6"H

Price \$90.06 EA



◄ Off-Road Survival Tool Kit

Sport Utility Pack is compact enough to fit under most truck, van, and SUV seats, yet carries the essential tools needed for many off-road applications. Weight: 8.4 lbs.

Kit contents: Folding blade saw, compact axe, folding spade, Mag-Lite 2 D-cell flashlight, needle nose multi-purpose plier, and a small first aid kit. Furnished in a semi-rigid polyester case.

Notebook size case measures 12" x 11" x 3" in closed position.

NSN 5180-01-457-5621

Price \$208.37 KT

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◀ Master Mechanic's Tool Kit

This kit contains the following: pry bar, hand hacksaw blades & frame, mounting bracket, scratch wire brush, hand cold chisels, hand rivet buster chisel, spring tension clip, socket wrench extension, screw extractor set, hand file (Swiss and American patterns), contact point flat, half, round regular (with wood handle), mechanical finger, gap setting gage thickness gage, hand hammers, socket wrench handle, socket head screw key set, pocket knife, putty knife, retaining ring pliers set, diagonal cutting pliers, slip joint pliers, aligning punch, solid center punch, drive pin punch, magnetic retrieving tool, tools & accessories rolls, machinist's steel rule, phillips & standard & offset screwdriver set, flat tip screwdriver, offset screwdriver, screwdriver socket wrench attachments, socket wrench sets, stud remover & setter, two meter measuring tape, portable toolboxes, box wrench set,

box & open end combination wrench set, open end (double-head) wrench set, attachment universal joint, adjustable auto wrench, adjustable open end wrench, adjustable wrench, open end box wrench, box (double head) wrench, open end tappet wrench, open end wrench, pipe wrench (heavy duty adjustable), curved & straight jaw vise grip type pliers. Department of the Army Supply Catalog SC 5180-95-NO5.

NSN 5180-00-699-5273

Price \$2,459.05 KT

General Mechanic's Tool Kit ▶

Kit includes pry bar, sash & trim paint brush, scratch wire brush, cold chisel, driftpin, solid extension bars, files, gap setting & thickness gauges, hammer, wood file, hinged, socket wrench & brace type speeder handles, test lead, keys, key sets, putty knife, pliers, battery terminal clamp puller, drive pin punch set, magnetic retrieving tool, steel rule, offset screwdriver, cross tip & flat tip screwdriver sets, sockets, universal joint attachments, adjustable open end wrench, box, combination box & open end, flare nut, pipe and pliers wrenches. Comes with a toolbox. Marine Corps Component List SL3-00456A.

NSN 5180-00-606-3566

Price \$1,342.51 KT



MAX-Military Multi-Purpose Tool ▼

The MAX military tool is 7 tools in one. The Max comes with the following: 3-1/2 pound single bit Hudson Bay style ax with fiberglass handle, axe sheath, shovel attachment, mattock attachment, pick attachment, broad pick attachment, rake-hoe attachment, rake-hoe fastener, and safety hitch pins. Includes attachment carrying bag.



NSN 5120-01-416-8568

Brand Forrest Tool

P/N 595 Max Military or equal

Price \$239.06 SE

Intrenching Tool ▼

The tool is capable of being used as a shovel when fully extended and as pick when the shovel blade is locked in positioned at a 90-degree angle. Intrenching tool features: a hinged shovel; D-type hand grip; one serrated cutting blade edge; one axe blade edge and an aluminum handle. The blade and handle can be locked into opened or closed positions. Folds to 9-1/2" for storage.



NSN 5120-00-878-5932

Size Length: 23-1/2" (extended)

Price \$80.14 EA



◀ Folding Knife

The Applegate combat folder is the first folding combat knife ever developed. It features a large stainless steel blade that fits snugly into a relatively small handle, an objective not easily accomplished with most folding knives. In addition, the knife features a 4-1/2" blade with a thumb stud for easy one handed deployment, as well as a sheath for easy storage. Created in the likeness of legendary Applegate-Fairbairn® knives.

NSN 5110-01-436-1548

Brand Fiskars Brands, Inc.

P/N 05780

Size 10" L (open), 5-3/4" L (closed).

Price \$89.27 EA



▲ Cordless Power Tool Set

This six-piece set contains heavy-duty, 18-volt cordless power tools. Set includes: 1/2" hammerdrill/drill/driver with 500 in.-lbs. of maximum torque; 6-1/2" diameter, 16-tooth carbide blade circular saw and a rip fence; reciprocating saw with keyless blade clamp; right-angle drill with 310 in.-lbs. of maximum torque; 6500-rpm high-power cut-off tool; and a hands-free flexible floodlight. Also included: one-hour charger; two-18-volt batteries; 360-degree side handle; wrench; backing flange; and a three-position side handle. Furnished in a contractor bag. **DD**

NSN 5130-01-535-1215

Price \$625.07 SE

Tool Satchel ▶

This highly portable cotton duck satchel is excellent for keeping tools organized. **PRIME** **AbilityOne**

Includes two pockets with slide fastener closure and two nylon web handles. (Does not include sling.)

NSN 5140-00-473-6256

Size 6" w x 19-1/2" l x 8-1/2" h

Price \$24.97 EA



▲ Pneumatic Impact Wrench

Air-powered, portable, titanium impact wrench loosens and tightens bolts and nuts. Has built-in power regulator for control of power output. The wrench has a pistol-grip handle and is reversible. Operating pressure is 80-100 psig. Furnished with operating and maintenance instructions.

This quick-disconnect-type pneumatic drill has a pistol-grip handle with a 3/4" male square straight-drive spindle. Comes with a hex nipple (0.38 NPTF x 0.25 NPTF) and a three-foot hose. Has a 3/8"-18NPTF male coupling with 300 psi (maximum). Capacity: 700 ft.-lbs. (minimum); Working torque range: 100 to 500 ft.-lbs.; Average air consumption: 7.5 CFM.

NSN 5130-01-428-3751

Size 10" L.

Price \$898.88 EA



◀ Traffic Paint

This 100% acrylic waterborne paint covers two types of low-VOC, ready-mixed paint. Suitable for application on airfield, streets, roads, highways and other traffic-bearing surfaces such as Portland cement concrete, bituminous cement concrete, asphalt, tar, and previously painted areas of those surfaces. Use paint alone or to bind reflective beads conforming to TT-B-1325. Maximum VOC 150 g/L. TT-P-1952. [MSDS](#) [CA](#)

Type I - For use under normal conditions.

① 12-month maximum shelf life (extendable)

Lead-Free Item According to ASTM/EPA Test Methods; Mercury-Free Item According to ASTM/EPA Test Methods; Hexavalent-Chromium Free Item According to ASTM/EPA Test Methods; Toluene Free; Carcinogen Free

NSN 8010-01-359-9242

Color Black 37038

Price \$114.07 CN(contains 5 GL)

NSN 8010-01-017-1512

Color White 37925

Price \$114.96 CN(contains 5 GL)

NSN 8010-01-019-1776

Color Yellow 33538

Price \$116.32 CN(contains 5 GL)

Thinner ▶

For thinning cellulose nitrate-based lacquers and dopes to facilitate spraying. Also for use in brush conditioner. Thinner has an acetate-alcohol-naphtha-ketone formulation and contains a flammable substance. Typical VOC 100%. CID A-A-857.

① 36-month maximum shelf life (extendable)



NSN 8010-00-160-5787

Price \$25.08

NSN 8010-00-160-5788

Price \$102.93 CN(contains 5 GL)

Mineral spirits are for thinning paints, primers, enamels and varnishes. May also be used as a solvent and as a carrier for alkyd and other resin concentrates in odorless paint. Typical VOC 100%. ASTM D 235-02.

Type I - Full Range.

① 36-month maximum shelf life (extendable)

① 36-month maximum shelf life (extendable)

NSN 8010-00-242-2089 [MSDS](#)

Color Clear

Price \$24.97 GL

NSN 8010-00-558-7026 [MSDS](#) [PRIME](#)

Color Clear

Price \$105.31 CN(contains 5 GL)

For easier application, thinner reduces aircraft coatings to required viscosity. Typical VOC 100%. MIL-T-81772. [MSDS](#)

Type 1 - Polyurethane thinner.

① 36-month maximum shelf life (extendable)

Type II - Epoxy thinner.

① 36-month maximum shelf life (extendable)

NSN 8010-00-181-8080

Price \$29.66 GL

NSN 8010-01-200-2637

Price \$31.34 GL

NSN 8010-00-181-8079

Price \$133.93 CN(contains 5 GL)

NSN 8010-01-212-1704

Price \$141.66 CN(contains 5 GL)

Thermal Insulation Felt

Thermal insulation felt has a maximum thermal conductivity of 0.65 at 700 degrees Fahrenheit. In accordance with Mil Spec. MIL-I-16411. [DD](#) [MSDS](#) [PRIME](#)

NSN 5640-00-786-2229

Size Size: 75' L x 60" W x 0.5" T

Price \$290.38 RO(contains 25 YD)



▲ Deck Covering

This self-adhering covering prevents slippage on board ships. The silicon carbide particle-coated fabric provides a non-slip surface, and the adhesive-coated back has a removable protective covering to prevent contamination of adhesive prior to use. Adheres to clean, dry surfaces without wrinkling, breaking or lifting. Non-corrosive, lightweight, and resistant to detergents. MIL-PRF-24667. [PRIME](#) [AbilityOne](#)

NSN 7220-00-205-0389

Color Black

Size 24" L x 6" W x .08" T

Price \$2.25 EA

Padlock ►

Ideal for low level security applications. Keyless combination lock with a four-point combination that may be changed as many as 10,000 times for added security (preset combinations, instructions and tools included). Operates by four numbered disks located on the opposite side of the shackle (bottom of lock). Working parts are lubricated with graphite for ease of use. ASTM F883, Type PO 2, Grade 2, Option E. Hardened steel shackle with 2-1/4" clearance. **PRIME**

NSN 5340-00-292-0896

Price \$5.20 EA

Intended for low-security use. Inside vertical clearance of the shackle is between 3/4" to 1-1/8" from the top center portion of the padlock to the innermost inside bend radius of the shackle. Shackle side clearance is 3/4" minimum. Key-operated padlock is keyed different and includes 2 keys. Case may be either brass or bronze. "US" marking may not be present. ASTM F883, Type P01, Grade 2, Option F. **PRIME**

Shackle clearance of 0.750" to 1.188" and shackle diameter 0.250". No chain. NOT KEY RETAINING.

(Lock shown is a representational picture only, actual item received may be of different design.)

NSN 5340-01-346-7462

Price \$10.92 EA



Penlight ▼

Small enough to fit snugly inside a pocket, this Penlight (flashlight) can be carried at all times. Features a chrome-plated brass or plastic tubular case, translucent shield and pocket clip. Switch controls "on-off" feature. Requires two AA batteries (not included). **PRIME**

Accessories available:

- 6135-01-447-0950 Alkaline Battery
- 6135-00-985-7845 Alkaline Battery

NSN 6230-00-635-4998

Size Length: 5-3/4"; Diameter: 3/4"

Price \$3.63 EA



◀ Mess Tray

Ideal for dining halls, hospitals and institutions because items stack easily, create little dish clatter, and resist chipping, heat and fading. Rugged yet lightweight, this odorless tableware is made of melamine plastic with fabric filler. May be sterilized at temperatures up to 180° F. Meets FDA requirements and conforms to NSF standards. **PRIME**

Pile the food high on this five-compartment mess tray; has a hardened surface to resist knife scratches.

NSN 7350-00-144-4995

Color Green

Size 13-7/8 x 10-3/4 x 1"

Price \$80.76 DZ

NSN 7350-00-144-4989

Color Mottled Tan

Size 13-7/8 x 10-3/4 x 1"

Price \$80.76 DZ





▲ Paper Tableware

Disposable plate is water resistant, tasteless, odorless, and grease resistant. Flat-bottom, nesting design meets FDA requirements. **PRIME** **AbilityOne** ★

Three-compartment plate has one main compartment that covers 50 percent of plate and two smaller compartments, each covering 25 percent of plate. Compartment dividers are one-half as high as plate rim.

Round plate, made of molded pulp paper, provides extra resistance to water and grease. Packaged in a unitized waterproof container for U.S. Navy use.

NSN 7350-01-263-6701

Color White

Size Diameter: 10-1/4"; Depth: 7/8"

Price \$86.68 BX (contains 500 EA)



Round, disposable paper cup is tapered to stack easily. It is odorless and leak proof. Meets FDA requirements.

PRIME **AbilityOne** ★

Biodegradable, compostable and recyclable cup is made of 100% paper and uses no plastic packaging/packing materials. Tall-style cup without handle is for hot liquids. Uncoated. Suitable for Navy shipboard use.

🌱 Biodegradable per EPA/OECD test methods

NSN 7350-01-359-9524

Color White with dolphin design

Size Capacity: 9 oz.

Price \$81.74 BX (contains 1000 EA)

Stainless Steel Flatware ►

Plain flatware with a bright, mirrored finish is made of stainless steel.

Standard-weight flatware is for use in general food service installations; graded construction. "Windsor pattern".



Table fork has four tines. **PRIME**

NSN 7340-00-241-8169

Size Length: 7"

Price \$23.09 BX (contains 24 EA)

Table knife has a serrated edge, a tapered blade and a round point. **PRIME**

NSN 7340-00-060-6057

Size Length: 8-3/4"

Price \$47.24 BX (contains 24 EA)

Soup spoon.

NSN 7340-00-688-1055

Size Length: 5-11/16"

Price \$37.02 BX (contains 24 EA)

Tablespoon has a flat handle.

NSN 7340-00-205-3341

Size Length: 8-3/8"

Price \$49.78 BX (contains 24 EA)

Teaspoon has a flat handle. **PRIME**

NSN 7340-00-205-3340

Size Length: 6"

Price \$27.65 BX (contains 24 EA)


Dessert spoon. **PRIME**

NSN 7340-00-241-8171

Size Length: 7-1/4"

Price \$34.33 BX (contains 24 EA)

Food Service Apron ►

Washable, reusable, white cotton drill cloth food service apron. White cotton tie tapes secure apron at the waist. All apron edges are either selvage or hem finish. **PRIME** 

Bib-style apron. Has white cotton tape neck band.

NSN 8415-00-634-0205

Color White

Size Length: 42"; Width: 32"

Price \$53.40 PG (contains 10 EA)

NSN 8415-01-045-0587

Color White

Size Length: 35"; Width: 26"

Price \$55.82 PG (contains 12 EA)



Waist-style apron.


NSN 8415-00-051-1173

Color White

Size Length: 30"; Width: 32"

Price \$41.85 PG (contains 10 EA)

Push Broom ►

Floor sweeping brush consists of a hardwood or plastic block set with 3"-long bristles. The block has Acme-threaded holes on both sides for inserting a handle (not included). **PRIME** 



Soft bristles made of 100% horsehair or fine polyester filament make the brush suitable for sweeping smooth interior wood, concrete or tile floors without scratching.


Light duty push broom.

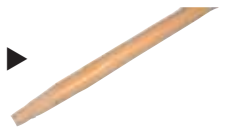
NSN 7920-00-243-3407

Size Length: 18"

Price \$12.93 EA

Wooden Utility Handle ►

Wood handle is for use with various tools such as squeegees, push brooms, and paint rollers. 



Tapered end.

NSN 7920-00-177-5106

Size Length: 54"; Diameter: 15/16"

Price \$3.98 EA

Upright Broom ►

This large, upright warehouse-type broom is suitable for heavy-duty sweeping of rough, uneven floors. Made of corn fiber and measures 12 to 14" wide and 17 to 18" long.

PRIME

NSN 7920-00-291-8305

Size 41" handle

Price \$8.69 EA



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Aircraft Brush ►

Designed specifically for cleaning aircraft exteriors, this brush can also be used to apply metal cleaners and brightening agents to metal surfaces. The brush consists of a 1-3/4" high, 5-3/8" diameter round block with bristles firmly secured to it. The block includes two 3/4"-diameter Acme thread holes for mounting the finished hardwood handle, which is approximately six feet long. The brush body is 2-1/2" in length and 5-1/2" in diameter.

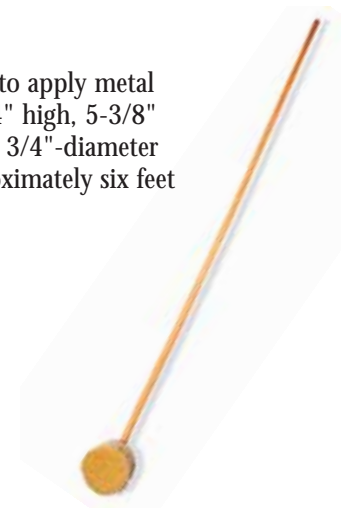


Bristles are made of 50% nylon and 50% tampico fibers.

NSN 7920-00-051-4384

Color White

Price \$18.28 EA



◀ Wet Mop Head, Deck

This cotton yarn mop is a classic for swabbing floors and decks. Twine is used to firmly and permanently attach four-ply yarns to the 60"-long, fixed wooden handle. (Wringer and Bucket Set sold separately as NSN 7920-00-263-8528.)

PRIME



NSN 7920-00-224-8726

Size Length: 17"

Price \$9.97 EA

Cleaning Cloths ▼

Three-ply soft paper towel is highly absorbent and non-abrasive. Paper towel can be used for cleaning and polishing plexiglass, acrylic sheets and aircraft canopies using non-abrasive liquid cleaning solutions or water without scratching the surface.

PRIME



Box contains fifteen pop-up dispenser packages containing 90 towels for a total of 1,350 towels. Designed for cleaning and polishing plastic.

♻️ 30% Recovered Material, Which Includes 30% Postconsumer Material

NSN 7920-00-965-1709

Color White

Size 15-1/4 x 16-1/2"

Price \$63.17 BX (contains 1350 EA)



◀ Machinery Wiping Cloth

These heavy-duty, non-woven wiping cloths feature soft, absorbent cellulose layers sandwiched between layers of non-interlaced rayon fibers. Both the base material and the reinforcement fibers decompose in landfills and salt water, making them environment-friendly and decomposable. Also, because the fibers are not interlaced, they will not pose a hazard to wildlife before decomposing. Base cloth is made from recycled material.



♻️ 80% Recycled

🌱 Biodegradable per EPA/OECD test methods

NSN 7920-01-370-1364

Size 10 x 16-1/2"

Price \$26.79 BX (contains 400 EA)

NSN 7920-01-370-1365

Size 13-1/4 x 16-1/2"

Price \$33.51 BX (contains 400 EA)



◀ Wiping Cloth

Soft and absorbent, this sanitized rag wipes machinery and equipment surfaces clean of water, grease and oil. Cloth contains cotton fiber mixed with synthetic fabrics. Measures at least 9" wide and 200 sq. in. (The 50-lb. bale is compressed to less than 3-1/2 cu. ft.) **PRIME**

For general-purpose wiping, lightweight rag is made from mixed color remnants, mill ends and reclaimed fabrics. (2 to 7 oz./sq yd)

Price listed is F.O.B. Origin (transportation costs are not included).

NSN 7920-00-148-9666

Color Assorted Colors

Price \$16.62 BE (contains 50 LB)

For use where a higher-quality wiping rag is required, this lightweight rag is made from sheets, shirts, pillowcases and similar materials. (2 to 7 oz. per square yard).

NSN 7920-00-205-3570

Color White

Price \$22.37 BE (contains 50 LB)



For heavy-duty wiping, rag is made from mixed color remnants, mill ends, and reclaimed fabrics. (3 to 10 oz./sq. yd.) (NFES #0565)

NSN 7920-00-205-1711

Color Assorted Colors

Price \$28.79BE (contains 50 LB)

For tough industrial jobs. Twill-weave, cotton jean cloth, bleached and lint free. Cloth weighs 4.8 oz per sq yd. **PRIME**

NSN 7920-00-634-2408

Size 9 x 9"

Price \$28.68 PG (contains 300 EA)

Sponge ▼



This durable and absorbent sponge is intended for general cleaning with commercial detergents, soaps and cleaning agents. Soft and pliable when wet, sponge is made of regenerated cellulose. **PRIME**



Fine-textured sponge is compressed by 80% for increased storage efficiency. May be used for photographic purposes. Has fine pores.

NSN 7920-00-240-2555

Color Natural

Size 3-5/8 x 5-3/4" x 1-3/4"

Price \$13.78 PG (contains 12 EA)



This durable and absorbent sponge is intended for general cleaning with commercial detergents, soaps and cleaning agents. Soft and pliable when wet, sponge is made of regenerated cellulose. **PRIME**



Uncompressed form has coarse pores.

NSN 7920-00-884-1116

Color Natural

Size 3-5/8 x 5-3/4" x 1-3/4"

Price \$73.08 BX (contains 60 EA)

This coarse-textured, absorbent sponge is perfect for cleaning wood, metal, stone and tile. Becomes soft and pliable when wet. For use with detergents, soaps and other cleaning agents (not intended for use with solvents, acid or alkaline solutions). Compressed form requires 80% less storage space.



NSN 7920-00-240-2559

Color Natural

Size 3-5/8 x 5-3/4" x 1-3/4"

Price \$13.09 PG (contains 12 EA)

Scouring Pad ►

Heavy-duty pad made of stainless steel is ideal for scrubbing pots, pans, cooking utensils, sinks, and tables. **PRIME**



NSN 7920-00-926-5176

Size Diameter: 4"; Width: 1-3/4"

Price \$12.27 DZ



◀ Barber's Kit

A grooming essential for military personnel in the field. Barber's kit includes electric clipper (with speeds of 1700 to 2900 strokes per minute). Set includes various detachable blades and a size 0 manual clipper plus blade set; barber cloths (2 ea), combs (2 ea), shears (2 ea), disposable razors (80 ea), shaving cream (4-1/2 oz), soap (2 ea), germicide (2 ea), disinfectant tray (1 ea), soapbox (1 ea), and a plastic case with a nesting tray. Electric clipper operates on 115v AC/DC power.

NSN 3590-00-058-1837

Size 14" L, 8-1/2" W, 6.6" H

Price \$285.10 KT

Toiletries Kit ▶

Ideal for a short term trip or stay. Consists of personal sizes of basic items. Kit contains shampoo/body wash (2 oz.), conditioner (2 oz.), hand/body lotion (2 oz.), fluoride toothpaste (0.85 oz.), wrapped toothbrush (1), shaving cream (0.85 oz.), twin-edge plastic razor (1), and a plastic comb. Packed in a plastic bag. (Unit of issue is box that contains 12 individual kits.)



NSN 8530-01-490-7372

Price \$41.85 BX (contains 12 EA)

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▲ Notebook/LCD Monitor Privacy Filter

Privacy shield for notebooks and standard LCD monitors offers unrivaled privacy protection for your computer while reducing glare and protecting the screen from scratches. Screen information is viewable only to users in front of the monitor, onlookers see a darkened screen from the side. Privacy shield is easy to attach and remove. **DD** **AbilityOne**

① 18-month maximum shelf life (not extendable)



NSN 7045-01-570-8906

Size Screen Size: 12.1"

Price \$44.45 EA

NSN 7045-01-570-8903

Size Screen Size: 14.1"

Price \$44.45 EA

NSN 7045-01-570-8900

Size Screen Size: 15"

Price \$48.92 EA

NSN 7045-01-570-8902

Size Screen Size: 15.4"

Price \$57.85 EA

NSN 7045-01-570-8904

Size Screen Size: 17"

Price \$69.02 EA

NSN 7045-01-570-8908

Size Screen Size: 19"

Price \$86.90 EA

NSN 7045-01-570-8910

Size Screen Size: 20.1"

Price \$112.49 EA



Wide screen.

NSN 7045-01-570-8909

Size Screen Size: 12.1"

Price \$44.45 EA

NSN 7045-01-570-8901

Size Screen Size: 13.3"

Price \$44.45 EA

NSN 7045-01-570-8893

Size Screen Size: 14.1"

Price \$48.92 EA

NSN 7045-01-570-8898

Size Screen Size: 17"

Price \$86.90 EA

NSN 7045-01-570-8907

Size Screen Size: 19"

Price \$103.55 EA

NSN 7045-01-570-8894

Size Screen Size: 20.1"

Price \$112.49 EA

NSN 7045-01-570-8895

Size Screen Size: 22"

Price \$112.49 EA

NSN 7045-01-570-8897

Size Screen Size: 24"

Price \$112.49 EA



Chair ▼

This chair is a part of a line of ergonomically designed chairs that includes executive, task, conference, and guest chairs. All chairs have a patterned mesh back material to promote air flow and comfort. The mesh is designed to provide lumbar support and allow movement. Seats are upholstered with an ENERSORB™ foam cushion and have a contoured waterfall design to minimize pressure. The back is framed to prevent damage from contact with hard surfaces. **DD**

Chairs have a synchronous knee tilt mechanism, with tilt lock, pneumatic seat height adjustment, and tilt tension control. Arms are adjustable with cushioned pads for comfort.



Low-VOC Item

NSN 7110-01-573-6559

Brand Nightingale

P/N CXO-6200

Color Black

Size 27-29.5" Wide, 27-29.5" Deep, 36.5-41.5" High

Price \$569.35 EA

NSN 7.110-01-573-6562

Brand Nightingale

P/N CXO-6200

Color Grey

Size 27-29.5" Wide, 27-29.5" Deep, 36.5-41.5" High

Price \$569.35 EA

This executive chair includes an adjustable head rest.



Low-VOC Item

NSN 7110-01-573-6539

Brand Nightingale

P/N CXO-6200D

Color Black

Size 27-29.5" Wide, 27-29.5" Deep, 47.5-55" High

Price \$617.57 EA

NSN 7110-01-573-6563

Brand Nightingale

P/N CXO-6200D

Color Grey

Size 27-29.5" Wide, 27-29.5" Deep, 47.5-55" High

Price \$676.38 EA

Chairs have a synchronous tilt mechanism, with tilt lock, pneumatic seat height adjustment, and tilt tension control. Arms are adjustable with cushioned pads for comfort.

Low-VOC Item



NSN 7110-01-573-6557

Brand Nightingale

P/N LXO-6000SLAA

Color Black

Size 25.5" Wide, 24" Deep, 35.5-41.5" High

Price \$366.45 EA

NSN 7110-01-573-6555

Brand Nightingale

P/N LXO-6000SLAA

Color Grey

Size 25.5" Wide, 24" Deep, 35.5-41.5" High

Price \$366.45 EA

Chairs are a swivel tilt design with fixed T arms. Chairs have pneumatic height adjustment.

Low-VOC Item



NSN 7110-01-573-6556

Brand Nightingale

P/N MXO-5900

Color Black

Size 25" Wide, 24" Deep, 35.5-40.5" High

Price \$332.85 EA

NSN 7110-01-573-6560

Brand Nightingale

P/N MXO-5900

Color Grey

Size 25" Wide, 24" Deep, 35.5-40.5" High

Price \$332.85 EA

Chairs are a four leg design with cantilevered arms.

Low-VOC Item



NSN 7110-01-573-6558

Brand Nightingale

P/N GXO-6301

Color Black

Size 24" Wide, 26.5" Deep, 39" High

Price \$343.14 EA

NSN 7110-01-573-6561

Brand Nightingale

P/N GXO-6301

Color Grey

Size 24" Wide, 26.5" Deep, 39" High

Price \$343.14 EA

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